

# FINANCIAL RESOURCES

2050 Long Range Transportation Plan (LRTP)



Technical Memorandum #8  
SEPTEMBER 2025

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## 1. INTRODUCTION

The purpose of Technical Memorandum #8 (TM 8) is to document the methodology and assumptions used to develop the 2050 Revenue Forecast for Martin MPO's Long Range Transportation Plan (LRTP), *Martin Moves 2050*. This memorandum summarizes all reasonably expected transportation revenues available through 2050 to implement capacity improvements, support public transportation, and maintain the Federal-Aid Highway System.

The 2050 Revenue Forecast methodology was prepared in accordance with applicable state and federal requirements and guidelines, ensuring consistency with statewide practices and federal planning regulations. The forecast serves as a critical input to the LRTP, providing the financial foundation for development of the Cost Feasible Plan for Martin County.

This technical memorandum is organized as described below:

**Chapter 1: Introduction** – explains the purpose of TM 8 and report organization.

**Chapter 2: Revenue Forecast Requirements and Guidelines** – provides background and context for developing the 2050 Revenue Forecast and outlines the requirements under federal transportation legislation as it relates to fiscally constrained LRTPs and state requirements set forth by the Florida Department of Transportation (FDOT).

**Chapter 3: 2050 Revenue Forecast** – documents the assumptions and methodology used to develop future estimates of funds available from local, state, and federal sources through the horizon year. It explains the process of allocating FDOT's statewide revenue forecast to the MPO level, adjustments made for inflation and Year of Expenditure (YOE) dollars, and the treatment of various revenue categories (capacity, transit, operations and maintenance, and other programs). The chapter provides the forecasted revenue totals that form the financial envelope within which the LRTP must be developed.

**Chapter 4: Next Steps** – summarizes how the financial resources forecasted for the next 20 to 25 years will be applied to the Martin Moves 2050 Cost Feasible Plan (CFP). The chapter also establishes the linkage between the revenue forecast and the MPO's project prioritization process, ensuring that the final LRTP reflects both community priorities and financial constraints.

## 2. REVENUE FORECAST REQUIREMENTS AND GUIDELINES

This chapter – provides background and context for developing the 2050 Revenue Forecast and outlines the requirements under federal transportation legislation as it relates to fiscally constrained LRTPs and state requirements set forth by the Florida Department of Transportation (FDOT).

### 2.1. State and Federal Requirements and Guidelines

The revenues identified for Martin MPO's 2050 Long Range Transportation Plan's (LRTP) – *Martin Moves 2050* – represent funds reasonably expected to be available through the year 2050. These revenues are projected over a 20- to 25-year horizon and form the financial basis for the LRTP's Cost Feasible Plan.

The forecast methodology is consistent with the requirements of Title 23 of the Code of Federal Regulations (23 C.F.R. 450.324(f)) and *Florida FY21 FHWA/FTA Fiscal Constraint White Paper, June 2021*, which mandates that long range transportation plans be financially constrained and based on realistic revenue assumptions.

Further, the revenue estimates for *Martin Moves 2050* were prepared in accordance with the FDOT's *2050 Revenue Forecast Handbook, June 2023* - the official source for statewide and MPO-level forecasting procedures, including guidance on inflation adjustments, year-of-expenditure (YOE) conversions, and distribution of federal and state funds. This Handbook includes guidelines developed through a collaborative process involving both FDOT and MPO Advisory Council (MPOAC) to ensure consistency in financial reporting across Florida MPOs.

These references establish the foundation for developing a forecast that is transparent, consistent, and in compliance with both state and federal requirements. A brief discussion of the key provisions from these requirements and guidelines is provided in the following sections, while **Appendix-1** includes FDOT's *2050 Revenue Forecast Handbook, June 2023* and relevant pages from *Appendix G: MPO Revenue Forecast Report* as it relates to Martin MPO and **Appendix-2** includes *Florida FY21 FHWA/FTA Fiscal Constraint White Paper, June 2021*.

#### 2.1.1. Year of Expenditure (YOE) Revenues and Project Phases

Federal planning regulations, adopted in 2007, along with corresponding MPO Advisory Council (MPOAC) guidelines, require that both project cost estimates and revenue forecasts be presented in Year of Expenditure (YOE) dollars. This requirement ensures that financial plans account for the effects of inflation over time and provide a realistic representation of the revenues and costs associated with implementing the LRTP.

The FDOT provides revenue forecasts already expressed in YOE dollars. In addition, FDOT publishes official inflation factors, which MPOs must use to escalate project costs from Present Day Cost (PDC) or base-year estimates to YOE. These inflation factors are included in **Appendix-1**.

Further, it is imperative that all project phases, such as planning/design, right of way (ROW) acquisition, and construction are included in the LRTP. By including all phases in YOE dollars, the LRTP demonstrates a realistic financial strategy, aligning available revenues with the all the phases of planned transportation improvements.

### 2.1.2. Full Time Span of LRTP (1<sup>st</sup> Five Years)

Consistent with the Federal Highway Administration's (FHWA) expectations outlined in the Federal Strategies for Implementation Requirements for LRTP Updates for Florida MPOs (January 10, 2018) and the MPOAC's financial guidelines, MPOs must include complete financial information for all years of the LRTP. This requirement extends to incorporating information from the adopted Transportation Improvement Program (TIP).

For the Martin MPO, the most recently adopted FY 2025/26 – FY 2029/30 TIP provides the current list of project priorities programmed for funding in the first five-year period of the planning horizon. These committed revenues and projects form the foundation of *Martin Moves 2050*. Incorporating the TIP into the LRTP process ensures that *Martin Moves 2050* demonstrates fiscal constraint by aligning project commitments with forecasted revenues throughout the entire LRTP horizon.

### 2.1.3. Stability of Revenue Sources

Preparation of the revenue forecast for the 2050 LRTP requires that future estimates be limited to existing and reasonably expected funding sources. These revenues are to be used for implementing transportation capacity projects, including transit investments and maintenance of the Federal-Aid Highway System. Consistent with federal planning regulations and FDOT guidance, only those revenues that can be reasonably anticipated through the year 2050 may be counted toward the LRTP's Cost Feasible Plan. This ensures that the plan reflects a fiscally constrained and implementable program of projects.

FDOT guidance further clarifies that projects relying on funding from discretionary districtwide or state programs (e.g., TRIP funds, competitive grant awards, or other uncertain/non-formula funds) must be treated as "Illustrative Projects." These projects are identified separately from the financially feasible program to highlight project priorities that may move forward if additional revenues become available. By distinguishing between reasonably available revenues and illustrative projects, *Martin Moves 2050* ensures compliance with state and federal requirements while also maintaining flexibility to showcase aspirational priorities beyond the cost feasible plan.

### 3. 2050 REVENUE FORECAST

This chapter documents the assumptions and methodology used to develop future estimates of funds available from local, state, and federal sources through the horizon year. It explains the process of allocating FDOT's statewide revenue forecast to the MPO level, adjustments made for inflation and Year of Expenditure (YOE) dollars, and the treatment of various revenue categories (capacity, transit, operations and maintenance, and other programs). The chapter provides the forecasted revenue totals that form the financial envelope within which the LRTP must be developed.

#### 3.1. Methodology and Assumptions

The methodology and assumptions used to develop the 2050 Revenue Forecast for Martin Moves 2050 are consistent with the state and federal requirements and guidelines outlined in Chapter 2. The forecast was prepared using official procedures established by the FDOT, the FHWA, and the MPOAC. Below is a short description of the methodology and assumptions applied to estimate revenues from the following sources:

- State Revenues – allocations from FDOT's statewide forecast distributed to Martin MPO for eligible programs (e.g., Strategic Intermodal System, Other Roads, Transit, and State High System (SHS)).
- Local Revenues – funds generated from local option sources, including gas taxes, transportation impact fees, general funds and other revenues that are reasonably expected to continue through 2050.
- Federal Revenues – allocations of federal formula funds passed through FDOT, for transit capital improvements and operating/technical assistance.

The following sections describe how these revenue sources were identified, adjusted to Year of Expenditure (YOE) dollars, and compiled into the Martin MPO's 2050 Revenue Forecast.

##### 3.1.1. State Revenues

FDOT's guidelines for estimating and presenting future revenues and the *Florida FY21 FHWA/FTA Fiscal Constraint White Paper, June 2021* are followed in this review, as laid out in the *Revenue Forecast Handbook, June 2023*. FDOT currently provides its revenue forecasts for program funding levels contained in the FDOT Adopted Five-Year Work Program from FY 2023/24 through FY 2027/28. The forecast of funding levels for FDOT programs for FYs 2025-2050 was developed based on the corresponding Program and Resource Plan (PRP), which integrates both the FDOT Adopted Five-Year Program and FDOT's planned program levels beyond the current Work Program horizon.

The MPO's FY 2025/26-FY 2029/30 Transportation Improvement Program (TIP) is used for near-term revenue forecasts prior to the "second five-year period" (2030/31 to 2034/35)." For long-range planning purposes, revenues in the 2050 Cost Feasible Plan are presented in aggregate time bands: 2031-2035 (five-year band), 2036-2040 (five-year band), and 2041-2050 (ten-year band). Funds allocated to Strategic Intermodal System (SIS) projects are based on statewide revenue estimates. These revenue estimates are not available at MPO level.

##### 3.1.2. Local Revenues

Revenue growth rates for key local revenue sources - including fuel taxes, transportation impact fees, Marty farebox proceeds, and general fund contributions (property taxes) - were developed in consultation with the Martin County and Martin MPO staff. These assumptions reflect local fiscal conditions and policies that are reasonably expected to continue through 2050. Detailed

assumptions for each growth rate including inflation adjustments and source-specific considerations are documented in the footnotes for transparency and reference.

### 3.1.3. Federal Revenues

Assumptions for the growth rates of funds directly received by Marty, Martin County's transit operator, from the Federal Transit Administration (FTA) through FDOT were based on *the Martin County Transit Development Plan (TDP), July 2024*, which covers the period 2025-2034. The TDP provides the most current assessment of expected federal support for transit operations and capital improvements and serves as the foundation for estimating revenues through 2050. As with other funding categories, detailed assumptions for growth rates specific to each source are included in the footnotes for documentation and transparency.

It should be noted that federal revenues distributed directly to local governments or authorities from the Federal Airport and Airway Trust Fund are not included in the 2050 Revenue Forecast for *Martin Moves 2050*. These funds are designated for airport-related purposes and fall outside the scope of the LRTP revenue forecast.

### 3.2. Limitations of Analysis

This analysis describes only State (FDOT) revenues forecasted to flow to Martin County for capital improvement purposes - specifically, funds programmed under the State Capacity Program. These revenues represent Martin MPO's share of statewide allocations for projects that expand capacity on the Strategic Intermodal System (SIS) and other eligible state facilities.

It should be noted that this review does not include FDOT operating and maintenance funds, referred to as the State Non-Capacity Program, which are applied to facilities in Martin County. FDOT manages and implements the Non-Capacity Program at the statewide level and does not provide MPO Level revenue estimates for these activities. However, FDOT provides revenue estimates for some of the Non-Capacity Programs at a districtwide level. According to FDOT, the Department has estimated sufficient revenues to meet non-capacity objectives statewide, including safety, preservation, and system support needs for each metropolitan area in Florida. As such, these funds are excluded from the Martin MPO's 2050 Revenue Forecast but will continue to be applied by FDOT to maintain and operate the Federal-Aid Highway System within Martin County.

### 3.3. Metropolitan Planning Organization (MPO) Level Revenue Estimates, Martin MPO

This section describes the State transportation funding programs and the forecasted revenues developed by FDOT that are projected to flow to Martin County through the year 2050. These revenues include both state and federal funds that are allocated through FDOT programs and represent the primary source of funding for major capacity improvements on the Strategic Intermodal System (SIS) and other state facilities in Martin County. It should be noted that the table presented in this section is derived from Appendix G of FDOT's 2050 Revenue Forecast Handbook (June 2023), which serves as the official source of statewide and MPO-level revenue estimates. **Table 3.3-1** summarizes the FDOT funding programs and associated revenue estimates for Martin County through the 2050 planning horizon.



**Table 3.3-1. Martin MPO - MPO Level Revenue Estimates**  
State and Federal Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)  
Estimates for the Martin Metropolitan Area

Capacity Programs	Time Period (Fiscal Years)					27-Year Total <sup>2</sup>
	2023/24-2025/26	2025/26-2029/30 <sup>1</sup>	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
Surface Transportation Block Grant <sup>3</sup> (STBG) (SU, in TMA with >200,000 population)	\$4,560,000	\$9,190,000	\$8,990,000	\$8,990,000	\$17,980,000	<b>\$49,710,000</b>
TA <sup>4</sup> (TALU in TMA with population >200,000)	\$760,000	\$1,640,000	\$1,640,000	\$1,640,000	\$3,280,000	<b>\$8,960,000</b>
SHS <sup>5</sup> (non-SIS, in TMA)	\$0	\$5,910,000	\$5,670,000	\$5,900,000	\$12,000,000	<b>\$29,480,000</b>
Other Roads <sup>6</sup> (non-SIS, non-SHS)	\$3,350,000	\$6,850,000	\$3,070,000	\$3,200,000	\$6,510,000	<b>\$22,980,000</b>
Product Support <sup>7</sup>		\$2,807,200	\$1,922,800	\$2,002,000	\$4,072,200	<b>\$11,541,200</b>
Non-SIS Transit Formula <sup>8</sup>	\$780,000	\$2,130,000	\$2,310,000	\$2,410,000	\$4,920,000	<b>\$12,550,000</b>
SIS Highways <sup>9</sup> (Construction & ROW)		\$116,890,724	\$545,000	\$3,565,000	\$23,227,000	<b>\$144,227,724</b>
Turnpike <sup>10</sup>		\$1,167,561	\$274,812,000	\$0	\$0	<b>\$275,979,561</b>
<b>Total</b>	<b>\$9,450,000</b>	<b>\$146,585,485</b>	<b>\$298,959,800</b>	<b>\$27,707,000</b>	<b>\$71,989,200</b>	<b>\$555,428,485</b>

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Tables 123, 124, 126,127, and 128 on pages 161, 162, and 163)

Notes:

- <sup>1</sup> Revenue estimates for FYs 2025/26-2029/30 are included in the FDOT Tentative Work Program, Nov 2024.
- <sup>2</sup> Columns and rows may not equal due to rounding.
- <sup>3</sup> Federal funds that allow for flexible funding to best address State and local transportation needs.
- <sup>4</sup> Federal TA funds set-aside to assist with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- <sup>5</sup> By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs.
- <sup>6</sup> Funds can be used for off-system roads (county, municipal or local roads) that are non-SIS and not on the SHS. And could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP).
- <sup>7</sup> Per FDOT 2050 Revenue Forecasting Handbook, June 2023, 22% funds to be allocated for project support. Product support includes preliminary engineering activities identified on page 20 of 2050 Revenue Forecast Handbook, June 2023.
- <sup>8</sup> Excludes Florida New Starts and Transit Discretionary Funds. Federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- <sup>9</sup> Revenue stream is derived from SIS project costs allocated to improvements programmed in Martin County per SIS Cost Feasible Plan, April 2023.
- <sup>10</sup> Revenue stream is derived from Turnpike project costs allocated to improvements programmed in Martin County based of Florida Turnpike Cost Feasible Projects List, January 2025.

### 3.4.Districtwide Level Revenue Estimates, FDOT District Four

In addition to formula-based allocations, FDOT manages several discretionary funding programs that are available on a competitive basis at the districtwide level. These programs support both capacity and non-capacity improvements and are distributed based on district priorities in consultation with various MPOs/TPO/TPA. The Martin MPO does not receive guaranteed allocations from these discretionary sources. Instead, the MPO must compete for funding through the FDOT District process, submitting projects that align with program objectives and selection criteria.

**Tables 3.4-1** through **3.4-5** present the revenue estimates for these discretionary funding sources, as documented in FDOT's *2050 Revenue Forecast Handbook, June 2023*. These tables provide context for the scale of resources available at the districtwide level, while recognizing that Martin MPO's share will depend on the outcome of future competitive processes.

Table 3.4-1. Districtwide Revenue Estimate for Transportation Alternatives - Set-Aside

Federal Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

Martin Metropolitan Area and Districtwide	Time Period (Fiscal Years)					27-Year Total <sup>1</sup>
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
TALT (Any Area), District 4	\$11,700,000	\$30,490,000	\$30,750,000	\$30,750,000	\$61,500,000	\$165,190,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 10, page 25)

<sup>1</sup> Columns and rows may not equal due to rounding.

<sup>2</sup> Funding for “any area” can be used by both TMA and Non-TMA MPOs. Projects funded using these funds must be identified as "illustrative" in the LRTP. Typical eligible projects include sidewalk improvements, bike lanes, trails, Safe Routes to School infrastructure, lighting, and other pedestrian/bicycle safety projects.

Table 3.4-2. Districtwide Revenue Estimate for Non-SIS Transit Discretionary

State Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

FDOT District	Time Period (Fiscal Years)					27-Year Total <sup>1</sup>
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
District 4	\$30,980,000	\$110,400,000	\$102,640,000	\$103,850,000	\$208,830,000	\$556,700,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 14, page 30)

<sup>1</sup> Columns and rows may not equal due to rounding.

Notes:

FTA transit funds considered discretionary to MPOs include Section 5310, 5311 and 5339.

Table 3.4-3. Districtwide Revenue Estimate for Transportation Regional Incentive Program (TRIP)

State Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

FDOT District	Time Period (Fiscal Years)					27-Year Total <sup>1</sup>
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
District 4	\$23,400,000	\$42,350,000	\$46,120,000	\$48,220,000	\$98,360,000	\$258,550,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 15, page 32)

<sup>1</sup> Columns and rows may not equal due to rounding.

Notes:

Projects that are funded partially using TRIP cannot be considered as "funded" or cost feasible since there is no guarantee of any specific project receiving these funds.

This program will fund up to 50 percent of the project cost. Project partially funded using TRIP can be included in the LRTPs as "illustrative" projects.

Table 3.4-4. Districtwide Revenue Estimate for Highway Safety Improvement Program (HSIP)

State Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

FDOT District	Time Period (Fiscal Years)					27-Year Total <sup>1</sup>
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
District 4	\$53,850,000	\$94,900,000	\$91,030,000	\$91,030,000	\$182,050,000	\$512,860,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 16, page 33)

<sup>1</sup> Columns and rows may not equal due to rounding.

Notes:

HSIP funds available for short-term safety projects that address traffic crash problems involving fatal and injury crashes. Projects typically cost \$1M or less.

Funds allocations to be district managed and distributed based on statutory formula.

**Table 3.4-5. Districtwide Estimate for Resurfacing, Bridge, and O&M**  
State and Federal Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

Major Program	Time Period (Fiscal Years)					27-Year Total <sup>1</sup>
	2023/24- 2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
District 4	\$640,420,000	\$1,645,680,000	\$1,483,400,000	\$1,537,820,000	\$3,125,740,000	\$8,433,060,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 17, page 34)

<sup>1</sup> Columns and rows may not equal due to rounding.

Notes:  
FDOT estimates for these non-capacity programs provided at district level which reconcile to statewide amounts ensure that sufficient funding will be available to operate and maintain the overall state transportation system.



### 3.5.Statewide Level Revenue Estimates, FDOT

**Tables 3.5-1** and **3.5-2** present a summary of revenue estimates from various state and federal funding programs that are available at the statewide level through the year 2050. These programs support a range of modes and categories, including highway, transit, freight, and multimodal investments. While these resources represent significant statewide funding, the Martin MPO does not receive a dedicated allocation. Instead, the MPO must compete for funding by advancing projects that align with program objectives, meet statewide criteria, and demonstrate strong regional benefits. The values shown in **Tables 3.5-1** and **3.5-2** therefore provide context for the overall scale of resources available in Florida through 2050, while recognizing that Martin MPO's share will depend on the competitiveness of future project submissions

**Table 3.5-1. Transit - Florida New Starts Program Estimate**  
State Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

Statewide Program	Time Period (Fiscal Years)					27-Year Total <sup>1</sup>
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
Statewide Total	\$173,500,000	\$267,680,000	\$287,560,000	\$300,600,000	\$613,210,000	\$1,642,550,000

Source: 2050 Revenue Forecast, June 2023, FDOT. (Table 7, page 19)

<sup>1</sup> Columns and rows may not equal due to rounding.

Notes:

Projects that are funded partially using Florida New Starts Program cannot be considered as "funded" or cost feasible since there is no guarantee of any specific project receiving these funds. Project partially funded using Florida New Starts Program can be included in the LRTPs as "illustrative" projects.

**Table 3.5-2. Statewide Capacity Program Estimate for Non-SIS/Non-Highway Modes**  
State and Federal Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

Major Program	Time Period (Fiscal Years)					27-Year Total <sup>1</sup>
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
Aviation Federal/State	\$259,720,000	\$702,400,000	\$782,880,000	\$818,260,000	\$1,669,100,000	\$4,232,360,000
Rail Federal/State	\$282,690,000	\$398,150,000	\$415,910,000	\$432,510,000	\$880,300,000	\$2,409,560,000
Intermodal Access Federal/State	\$41,850,000	\$144,660,000	\$167,430,000	\$172,270,000	\$348,990,000	\$875,200,000
Seaport Development Federal/State	\$54,870,000	\$213,670,000	\$235,040,000	\$245,710,000	\$501,220,000	\$1,250,510,000
SUN Trail State <sup>2</sup>	\$50,000,000	\$125,000,000	\$125,000,000	\$125,000,000	\$250,000,000	\$675,000,000
Statewide Total	\$689,130,000	\$1,583,880,000	\$1,726,260,000	\$1,793,750,000	\$3,649,610,000	\$9,442,630,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 6, page 18)

<sup>1</sup> Columns and rows may not equal due to rounding.

<sup>2</sup> FDOT uses its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by Florida Department of Environmental Protection (FDEP).

### 3.6. Local and Federal Revenue Estimates

There are several separate fuel or gasoline taxes in the State of Florida which provide revenues for transportation improvements within cities and counties. These fuel taxes include:

- Constitutional Fuel Tax
- County Fuel Tax
- Municipal Fuel Tax
- 1<sup>st</sup> Local Option Fuel Tax (the “6-Cent LOGT”)
- 2<sup>nd</sup> Local Option Fuel Tax (the “5-Cent LOGT”)
- Ninth-Cent Fuel Tax

The first three taxes are imposed by the State and distributed to the Counties, while the last three taxes are local option fuel taxes that may be imposed by each county at its discretion. This section describes projected revenues within Martin County from these sources and the uses of each fuel tax by county governments. **Tables 3.6-1** and **3.6-2** show revenue estimates and growth rate assumptions, respectively for each of the six fuel tax sources.

In addition, FTA funds received through FDOT by Marty, the County’s transit operator under Sections 5307, 5311 and 5339, are also shown in **Table 3.6-1** with corresponding growth rates and assumptions included in **Table 3.6-2**. These funds can be expended on transit operations and maintenance as well capital with certain constraints. It should be noted that the FDOT’s revenue estimates include some portion of these funds and therefore Non-SIS Transit Formula funds will not be used as a revenue source in developing the 2050 Cost Feasible Plan.

Table 3.6-1. Local and Federal Funds, 2050 Revenue Forecast (in Base Year 2025 Dollars)

Revenue Source	Time Period (Fiscal Years)																										27-Year Total
	2024/25	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2020-2050
Fuel Taxes <sup>1</sup>	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$3,866,678	\$100,533,631
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) - County	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$1,354,159	\$35,208,124
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) - Municipal	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$208,452	\$5,419,760
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) - County	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$985,601	\$25,625,621
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) - Municipal	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$151,718	\$3,944,678
9 <sup>th</sup> Cent (1 Cent)	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$280,142	\$7,283,687
Constitutional Fuel Tax (2 Cents)	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$618,131	\$16,071,393
County Fuel Tax (1 Cent)	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$268,476	\$6,980,368
Transportation Impact Fees <sup>2</sup>	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,480	\$80,963	\$81,449	\$81,937	\$82,429	\$82,924	\$83,421	\$83,922	\$84,425	\$84,932	\$85,441	\$85,954	\$86,470	\$86,988	\$87,510	\$88,035	\$2,147,280
Transit O&M (General Fund) <sup>3</sup>	\$2,099,129	\$2,154,807	\$2,207,472	\$2,225,448	\$2,243,720	\$2,319,104	\$2,503,869	\$2,553,947	\$2,655,026	\$2,802,108	\$2,818,921	\$2,835,834	\$2,852,849	\$2,869,966	\$2,887,186	\$2,904,509	\$2,921,936	\$2,939,468	\$2,957,105	\$2,974,847	\$2,992,696	\$3,010,653	\$3,028,716	\$3,046,889	\$3,065,170	\$3,083,561	\$70,954,937
Transit (Marty) - Farebox Revenue <sup>4</sup>	\$165,782	\$242,226	\$303,747	\$356,908	\$408,246	\$456,897	\$569,599	\$636,124	\$656,269	\$677,423	\$681,488	\$685,576	\$689,690	\$693,828	\$697,991	\$702,179	\$706,392	\$710,630	\$714,894	\$719,184	\$723,499	\$727,840	\$732,207	\$736,600	\$741,020	\$745,466	\$15,881,703
Federal Funds <sup>5</sup> (Transit Operating Revenue)	\$674,176	\$681,915	\$690,082	\$698,168	\$698,168	\$733,076	\$762,399	\$785,272	\$800,977	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$808,986	\$20,276,995
Federal Section 5307 Urbanized Grant Program	\$510,000	\$510,000	\$510,000	\$510,000	\$510,000	\$535,500	\$556,920	\$573,628	\$585,100	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$590,951	\$14,847,315
Federal Section 5311 Non-Urbanized Grant Program	\$164,176	\$171,915	\$180,082	\$188,168	\$188,168	\$197,576	\$205,479	\$211,644	\$215,877	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$218,035	\$5,429,680
Federal Funds <sup>6</sup> (Transit Capital Revenue)	\$771,000	\$771,000	\$771,000	\$771,000	\$771,000	\$809,550	\$841,932	\$867,190	\$884,534	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$893,379	\$22,445,649
Federal Section 5307 Urbanized Grant Program	\$641,000	\$641,000	\$641,000	\$641,000	\$641,000	\$673,050	\$699,972	\$720,971	\$735,391	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$742,744	\$18,661,032
Federal Section 5311 Non-Urbanized Grant Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5339 Bus & Bus Facilities Program	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$136,500	\$141,960	\$146,219	\$149,143	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$150,635	\$3,784,617
Transit Capital (General Fund) <sup>7</sup>	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$73,500	\$76,440	\$78,733	\$80,308	\$81,111	\$81,598	\$82,087	\$82,580	\$83,075	\$83,574	\$84,075	\$84,580	\$85,087	\$85,598	\$86,111	\$86,628	\$87,148	\$87,671	\$88,197	\$88,726	\$89,258	\$2,106,083

- Notes:
- <sup>1</sup> Fuel taxes for FY 2024/25 based on 2024 Local Government Financial Information Handbook, May 2025 published by The Florida Legislature's Office of Economic and Demographic Research (Pages 26, 31, 205, 212, and 217). Revenue estimate reduced by 70% consistent with 2045 LRTP - Martin-in-Motion and input received from Martin County Office of Management & Budget (OMB).
- <sup>2</sup> Transportation impact fee for the 10-year period from 2025 to 2034 is based on Martin County's Adopted FY 2025 Capital Improvement Plan (Roadway Revenue Summary on page 161 of 282 of the PDF).
- <sup>3</sup> General Funds revenue estimate for 2025 is based on Martin County's FY 2025 Adopted Budged and for 2026 is based on the County's FY 2026 Tentative Budget. Estimates for 2027 through 2034 are consistent with the 2025-2034 Marty Transit Development Plan, July 2024.
- <sup>4</sup> Farebox revenue for 2025 through 2034 is consistent with 2025-2034 Marty Transit Development Plan, July 2024.
- <sup>5</sup> Federal operating revenues from Federal Transit Administration's (FTA) Sections 5307 and 5311 are received by Marty through FDOT as a designated sub recipient. This revenue stream is included in FDOT's Non-SIS Transit Formula program. Funds from Urbanized Grant Program Section 5311 Non-Urbanized Grant Program are received by the MPO through FDOT's Statewide Rural Transit Program, which is included the 2050 Revenue Forecast Handbook and provided at districtwide level.
- <sup>6</sup> Federal capital revenues from Federal Transit Administration's (FTA) Sections 5307 received by Marty through FDOT as a designated subrecipient. This revenue stream is included in FDOT's Non-SIS Transit Formula program. Funds from Urbanized Grant Program Section 5339 Bus & Bus Facilities Program are received by the MPO through FDOT which is included the 2050 Revenue Forecast Handbook and provided at districtwide level under Non-SIS Transit Discretionary program.
- <sup>7</sup> General Funds revenue estimate for transit capital investment from 2025 to 2034 is consistent with Marty 2025-2034 Transit Development Plan and Martin County's Adopted FY 2025 Capital Improvement Plan.

Table 3.6-2. Growth Rate Assumptions for Local and Federal (FTA) Revenue Estimates

Growth Rate Assumptions	2024/25	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Fuel Taxes <sup>1</sup>	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Transportation Impact Fees <sup>2</sup>	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
Transit (General Fund) <sup>3</sup>	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
Transit (Marty) - Farebox Revenue <sup>4</sup>	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
Federal Funds <sup>5</sup> (Transit Operating Revenue)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Federal Funds <sup>6</sup> (Transit Capital Revenue)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

- Notes:
- <sup>1</sup> Fuel taxes assumed to stay flat based on historical growth rate trend over the past 20 years between 2004/05 and 2024/25 at approximately 0%.
- <sup>2</sup> Transportation impact fee assumed to grow at 0.6% per year between 2035-2050 consistent with year-over-year population growth rate.
- <sup>3</sup> General funds for the 10-year period between 2025-2034 is consistent with Martin County's FY 2025 Adopted Budged, FY 2026 Tentative Budget and Marty's 2025-2034 Transit Development Plan, July 2024. Growth assumed at annual rate of 0.6% between 2035-2050, which is in line with population growth rate of 0.6% per year over a 30-year period from 2020 to 2050.
- <sup>4</sup> Farebox revenue for the 10-year period between 2025 and 2034 is consistent with 2025-2034 Marty Transit Development Plan, July 2024. Growth assumed at annual rate of 0.6% between 2035 and 2050, which is in line with population growth rate of 0.6% per year over 30 years from 2020 to 2050.
- <sup>5</sup> Federal Funds (Section 5307 and Section 5311) for the 10-year period between 2025-2034 are consistent with Marty 2025-2034 Transit Development Plan, July 2024. These funds are assumed to remain flat between 2035 and 2050.
- <sup>6</sup> Federal Funds (Sections 5307 and 5339) for the 10-year period between 2025-2034 are consistent with Marty 2025-2034 Transit Development Plan, July 2024. These funds are assumed to remain flat between 2035 and 2050.



**Tables 3.6-3** and **3.6-4** show revenue estimates in base year 2025 dollars and YOE dollars, respectively. These revenue estimates are consolidated in three five-year time bands, 2025/26-2029/30, 2030/31-2034/35, 2035/36-2039/40 and one ten-year time band 2040/41-2049/50. To maintain consistency with Martin County TDP forecast for the period from 2025-2034, an inflation factor of 1.0 was used for the first two five-year time bands while for the outer years, inflation factors from FDOT's *2050 Revenue Forecast Handbook, June 2023* were applied. **Table 3.6-5** illustrates project eligibility relative to various funding sources or programs.

**Table 3.6-3. Local and Federal Funds, 2050 Revenue Forecast (Base Year, 2025 Dollars)**

Revenue Source	Time Period (Fiscal Years)					27-Year Total
	2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
<b>Fuel Taxes</b>	<b>\$3,866,678</b>	<b>\$19,333,391</b>	<b>\$19,333,391</b>	<b>\$19,333,391</b>	<b>\$38,666,781</b>	<b>\$100,533,631</b>
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) - County	\$1,354,159	\$6,770,793	\$6,770,793	\$6,770,793	\$13,541,586	\$35,208,124
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) - Municipal	\$208,452	\$1,042,262	\$1,042,262	\$1,042,262	\$2,084,523	\$5,419,760
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) - County	\$985,601	\$4,928,004	\$4,928,004	\$4,928,004	\$9,856,008	\$25,625,621
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) - Municipal	\$151,718	\$758,592	\$758,592	\$758,592	\$1,517,184	\$3,944,678
9 <sup>th</sup> Cent (1 Cent)	\$280,142	\$1,400,709	\$1,400,709	\$1,400,709	\$2,801,418	\$7,283,687
Constitutional Fuel Tax (2 Cents)	\$618,131	\$3,090,653	\$3,090,653	\$3,090,653	\$6,181,305	\$16,071,393
County Fuel Tax (1 Cent)	\$268,476	\$1,342,379	\$1,342,379	\$1,342,379	\$2,684,757	\$6,980,368
<b>Transportation Impact Fees</b>	<b>\$80,000</b>	<b>\$400,000</b>	<b>\$400,480</b>	<b>\$409,701</b>	<b>\$857,099</b>	<b>\$2,147,280</b>
<b>Transit O&amp;M (General Fund)</b>	<b>\$2,099,129</b>	<b>\$11,150,551</b>	<b>\$13,333,871</b>	<b>\$14,350,345</b>	<b>\$30,021,041</b>	<b>\$70,954,937</b>
<b>Transit (Marty) - Farebox Revenue</b>	<b>\$165,782</b>	<b>\$1,768,024</b>	<b>\$3,220,903</b>	<b>\$3,469,264</b>	<b>\$7,257,730</b>	<b>\$15,881,703</b>
<b>Federal Funds (Transit Operating Revenue)</b>	<b>\$674,176</b>	<b>\$3,501,409</b>	<b>\$3,966,620</b>	<b>\$4,044,930</b>	<b>\$8,089,860</b>	<b>\$20,276,995</b>
<b>Federal Funds (Transit Capital Revenue)</b>	<b>\$771,000</b>	<b>\$3,893,550</b>	<b>\$4,380,414</b>	<b>\$4,466,895</b>	<b>\$8,933,790</b>	<b>\$22,445,649</b>
<b>Transit Capital (General Fund)</b>	<b>\$70,000</b>	<b>\$353,500</b>	<b>\$398,190</b>	<b>\$415,391</b>	<b>\$869,002</b>	<b>\$2,106,083</b>
<b>Inflation Factors</b>	1.00	1.00	1.00	1.56	1.94	

**Table 3.6-4. Local and Federal Funds, 2050 Revenue Forecast, in (YOE) Dollars**

Revenue Source	Time Period (Fiscal Years)					27-Year Total
	2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
<b>Fuel Taxes</b>	<b>\$3,866,678</b>	<b>\$19,333,391</b>	<b>\$19,333,391</b>	<b>\$30,160,089</b>	<b>\$75,013,555</b>	<b>\$147,707,103</b>
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) - County	\$1,354,159	\$6,770,793	\$6,770,793	\$10,562,437	\$26,270,677	\$51,728,859
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) - Municipal	\$208,452	\$1,042,262	\$1,042,262	\$1,625,928	\$4,043,975	\$7,962,878
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) - County	\$985,601	\$4,928,004	\$4,928,004	\$7,687,686	\$19,120,656	\$37,649,951
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) - Municipal	\$151,718	\$758,592	\$758,592	\$1,183,404	\$2,943,337	\$5,795,643
9 <sup>th</sup> Cent (1 Cent)	\$280,142	\$1,400,709	\$1,400,709	\$2,185,106	\$5,434,751	\$10,701,417
Constitutional Fuel Tax (2 Cents)	\$618,131	\$3,090,653	\$3,090,653	\$4,821,418	\$11,991,732	\$23,612,585
County Fuel Tax (1 Cent)	\$268,476	\$1,342,379	\$1,342,379	\$2,094,110	\$5,208,429	\$10,255,772
<b>Transportation Impact Fees</b>	<b>\$80,000</b>	<b>\$400,000</b>	<b>\$400,480</b>	<b>\$639,134</b>	<b>\$1,662,772</b>	<b>\$3,182,386</b>
<b>Transit O&amp;M (General Fund)</b>	<b>\$2,099,129</b>	<b>\$11,150,551</b>	<b>\$13,333,871</b>	<b>\$22,386,538</b>	<b>\$58,240,820</b>	<b>\$107,210,909</b>
<b>Transit (Marty) - Farebox Revenue</b>	<b>\$165,782</b>	<b>\$1,768,024</b>	<b>\$3,220,903</b>	<b>\$5,412,053</b>	<b>\$14,079,997</b>	<b>\$24,646,758</b>
<b>Federal Funds (Transit Operating Revenue)</b>	<b>\$674,176</b>	<b>\$3,501,409</b>	<b>\$3,966,620</b>	<b>\$6,310,091</b>	<b>\$15,694,328</b>	<b>\$30,146,624</b>
<b>Federal Funds (Transit Capital Revenue)</b>	<b>\$771,000</b>	<b>\$3,893,550</b>	<b>\$4,380,414</b>	<b>\$6,968,356</b>	<b>\$17,331,553</b>	<b>\$33,344,873</b>
<b>Transit Capital (General Fund)</b>	<b>\$70,000</b>	<b>\$353,500</b>	<b>\$398,190</b>	<b>\$648,010</b>	<b>\$1,685,863</b>	<b>\$3,155,563</b>

Table 3.6-5. Project Funding Eligibility vis-à-vis Local and Federal Revenue Sources

Revenue Source	Typical Uses		
	Detailed Description	Summary Description, Martin County	Eligible Modes
<b>Fuel Taxes</b>			
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) (County/Municipal)	Capital improvements and operations and maintenance including public transportation, roadways, bridges, traffic signals/engineering, and sidewalks.	Capital and O&M (including transit, sidewalks)	Roadways, Transit, Sidewalks
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) (County/Municipal)	Capital improvements including new road construction, reconstruction or resurfacing of existing paved roads, or the paving of existing roads are deemed to increase capacity, and such projects can be included in the CIP of an adopted comprehensive plan.	Capital Only	Roadways
9 <sup>th</sup> Cent (1 Cent)	Capital improvements and operations and maintenance including public transportation, roadways, bridges, traffic signals/engineering, and sidewalks.	Capital and O&M (including transit, sidewalks)	Roadways, Transit, Sidewalks
Constitutional Fuel Tax (2 Cents) <sup>1</sup>	Acquisition, construction and maintenance of roads. May include construction of traffic signals, sidewalks, bicycle paths, and landscaping. Bridge repair and maintenance may be funded.	Operations & Maintenance, Minor Capital (including sidewalks, bicycle paths)	ROW, Roadways, Sidewalks, Bicycle, Landscaping
County Fuel Tax (1 Cent) <sup>2</sup>	Acquisition of ROW, construction, reconstruction, operation and maintenance of roads, bridges, bicycle paths and pedestrian pathways.	Operations & Maintenance, Minor Capital (including sidewalks, bicycle paths)	ROW, Roadways, Sidewalks, Bicycle
<b>Transportation Impact Fees</b>	Construction of urban and rural roads and pedestrian and bicycle pathways based on the impact fee special revenue fund.	Capital	Roadways, Sidewalks and Bicycle Pathways
<b>Transit O&amp;M (General Fund)</b>	Operations and maintenance of public transportation.	O&M	Transit
<b>Transit (Marty) - Farebox Revenue</b>	Operations and maintenance of public transportation.	O&M	Transit
<b>Federal Funds<sup>3</sup> (Transit Operating Revenue)</b>	<b>Section 5307</b> - Martin County is in the Port Saint Lucie UZA which is an urbanized area with a population of over \$200,000. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under the Special Rule. Martin County is eligible under the Special Rule relating to operating less than 100 buses in peak service. Every year FTA issues Table 3A apportionment table showing the maximum amount of Section 5307 Operating Assistance that Martin County is allowed to use. Martin County is capped at 75% of the percent of apportionment attributable to operator based on vehicle revenue hours based on vehicles operated in peak service for FY20 that is 28.037%. <b>Section 5311</b> - Rural area formula grant eligible for operating assistance. Administered through Florida Department of Transportation (FDOT) as the designated recipient. Martin County likely receives funds via FDOT's statewide rural transit program.	O&M (Requires 50%/50% match for operating assistance)	Transit
<b>Federal Funds<sup>4</sup> (Transit Capital Revenue)</b>	<b>Section 5307</b> - Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Federal share 80% of net project cost, 90% for ADA related vehicle equipment or bicycle and 50% for operating assistance. <b>Section 5339</b> - Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	Capital (Section 5307 and Section 5339 requires 80% Federal/20% Local match)	Transit
<b>Transit Capital (General Fund)</b>	Capital improvements, funds for the 10-year period allocated for vehicles	Capital	Transit

<sup>1</sup> The funds may be used as matching funds for any federal, state or private grant specifically related to these purposes identified in Section 206.47(7), F.S.

<sup>2</sup> Funds may be used for the reduction of bonded indebtedness incurred for road and bridge or other transportation purposes.

<sup>3</sup> Federal operating revenues from Section 5307 Urbanized is at least partially accounted in FDOT Non-SIS Transit Formula revenues.

<sup>4</sup> Federal capital revenues from Sections 5307 and 5339 are accounted in FDOT Non-SIS Transit Formula revenues.

### 3.7.Revenue Forecast Summary

A summary of the forecasted revenues described in Sections 3.3, 3.4, 3.5, and 3.6 is presented in **Table 3.7-1**. This table provides a consolidated view of the revenues reasonably expected to be available through 2050 to support transportation improvements in Martin County. While Martin MPO does not have direct decision-making influence over all of the revenue sources reflected in this forecast, it is important to present the full range of highway and transit funds that are expected to be available within the County. This comprehensive view ensures transparency, illustrates the breadth of resources supporting Martin County's transportation system, and establishes the financial framework for development of the 2050 Cost Feasible Plan.



Table 3.7-1. 2050 Revenue Forecast Summary (in Year of Expenditure (YOE) dollars)

Revenue Source	Time Period (Fiscal Years)					27-Year Total <sup>1</sup>	20-Year Total
	2024/25	2025/26-2029/30 <sup>2</sup>	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50	2031-2050
State and Federal Funds							
MPO Level Revenue Estimates, Martin MPO							
Surface Transportation Block Grant <sup>3</sup> (STBG) (SU, in TMA with >200,000 population)	\$4,560,000	\$9,190,000	\$8,990,000	\$8,990,000	\$17,980,000	\$49,710,000	\$35,960,000
TA <sup>4</sup> (TALU in TMA with population >200,000)	\$760,000	\$1,640,000	\$1,640,000	\$1,640,000	\$3,280,000	\$8,960,000	\$6,560,000
SHS <sup>5</sup> (non-SIS, in TMA)	\$0	\$5,910,000	\$5,670,000	\$5,900,000	\$12,000,000	\$29,480,000	\$23,570,000
Other Roads <sup>6</sup> (non-SIS, non-SHS)	\$3,350,000	\$6,850,000	\$3,070,000	\$3,200,000	\$6,510,000	\$22,980,000	\$12,780,000
Product Support <sup>7</sup>	\$0	\$2,807,200	\$1,922,800	\$2,002,000	\$4,072,200	\$11,541,200	\$8,734,000
Non-SIS Transit Formula <sup>8</sup>	\$780,000	\$2,130,000	\$2,310,000	\$2,410,000	\$4,920,000	\$12,550,000	\$9,640,000
SIS Highways <sup>9</sup> (Construction & ROW)	\$0	\$116,890,724	\$545,000	\$3,565,000	\$23,227,000	\$144,227,724	\$27,337,000
Turnpike <sup>10</sup>	\$0	\$1,167,561	\$274,812,000	\$0	\$0	\$275,979,561	\$274,812,000
Total - MPO Level Revenue Estimates	\$9,450,000	\$146,585,485	\$298,959,800	\$27,707,000	\$71,989,200	\$555,428,485	\$399,393,000
Districtwide Revenue Estimates, District 4							
TALT <sup>11</sup> (Any Area), District 4	\$11,700,000	\$30,490,000	\$30,750,000	\$30,750,000	\$61,500,000	\$165,190,000	\$123,000,000
Non-SIS Transit Discretionary <sup>12</sup>	\$30,980,000	\$110,400,000	\$102,640,000	\$103,850,000	\$208,830,000	\$556,700,000	\$415,320,000
Transportation Regional Incentive Program (TRIP) <sup>13</sup>	\$23,400,000	\$42,350,000	\$46,120,000	\$48,220,000	\$98,360,000	\$258,550,000	\$192,800,000
Highway Safety Improvement Program (HSIP) <sup>14</sup>	\$53,850,000	\$94,900,000	\$91,030,000	\$91,030,000	\$182,050,000	\$512,860,000	\$364,110,000
Resurfacing, Bridge, and O&M <sup>15</sup>	\$640,420,000	\$1,645,680,000	\$1,483,400,000	\$1,537,820,000	\$3,125,740,000	\$8,433,060,000	\$6,146,960,000
Total - Districtwide Revenue Estimate, Capacity Program	\$66,080,000	\$183,240,000	\$179,510,000	\$182,820,000	\$368,690,000	\$980,440,000	\$731,120,000
Total - Districtwide Revenue Estimate, Non-Capacity Program	\$694,270,000	\$1,740,580,000	\$1,574,430,000	\$1,628,850,000	\$3,307,790,000	\$8,945,920,000	\$6,511,070,000
Statewide Revenue Estimates							
Transit- Florida New Starts Program, Statewide Program <sup>16</sup>	\$173,500,000	\$267,680,000	\$287,560,000	\$300,600,000	\$613,210,000	\$1,642,550,000	\$1,201,370,000
Aviation Federal/State <sup>17</sup>	\$259,720,000	\$702,400,000	\$782,880,000	\$818,260,000	\$1,669,100,000	\$4,232,360,000	\$3,270,240,000
SUN Trail State <sup>18</sup>	\$50,000,000	\$125,000,000	\$125,000,000	\$125,000,000	\$250,000,000	\$675,000,000	\$500,000,000
Federal Funds							
Federal Funds (Transit Operating Revenue <sup>19</sup> )	\$674,176	\$3,501,409	\$3,966,620	\$6,310,091	\$15,694,328	\$30,146,624	\$25,971,039
Federal Funds (Transit Capital Revenue <sup>20</sup> )	\$771,000	\$3,893,550	\$4,380,414	\$6,968,356	\$17,331,553	\$33,344,873	\$28,680,323
Local Funds							
Fuel Taxes <sup>21</sup>	\$3,866,678	\$19,333,391	\$19,333,391	\$30,160,089	\$75,013,555	\$147,707,103	\$124,507,035
Transportation Impact Fees <sup>22</sup>	\$80,000	\$400,000	\$400,480	\$639,134	\$1,662,772	\$3,182,386	\$2,702,386
Transit O&M (General Fund <sup>23</sup> )	\$2,099,129	\$11,150,551	\$13,333,871	\$22,386,538	\$58,240,820	\$107,210,909	\$93,961,229
Transit (Marty) - Farebox Revenue <sup>24</sup>	\$165,782	\$1,768,024	\$3,220,903	\$5,412,053	\$14,079,997	\$24,646,758	\$22,712,952
Transit Capital (General Fund <sup>25</sup> )	\$70,000	\$353,500	\$398,190	\$648,010	\$1,685,863	\$3,155,563	\$2,732,063
Total Local Funds	\$6,281,589	\$33,005,466	\$36,686,833	\$59,245,824	\$150,683,007	\$285,902,719	\$246,615,665
Grand Total (Local, State and Federal) for Martin MPO <sup>26</sup>	\$17,176,765	\$186,985,910	\$343,993,667	\$100,231,271	\$255,698,088	\$904,822,701	\$700,660,027

Notes:

- <sup>1</sup> Columns and rows may not equal due to rounding.
- <sup>2</sup> MPO Level Revenue Estimates for FYs 2025/26-2029/30 is included in the FDOT Tentative Work Program, Nov 2024.
- <sup>3</sup> Federal funds that allow for flexible funding to best address State and local transportation needs.
- <sup>4</sup> Federal TA funds set-aside to assist with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- <sup>5</sup> By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs.
- <sup>6</sup> Funds can be used for off-system roads (county, municipal or local roads) that are non-SIS and not on the SHS. And could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP).
- <sup>7</sup> Per FDOT 2050 Revenue Forecasting Handbook, June 2023, 22% funds to be allocated for project support. Product support includes preliminary engineering activities identified on page 20 of the *2050 Revenue Forecast Handbook, June 2023*.
- <sup>8</sup> Excludes Florida New Starts and Transit Discretionary Funds. Federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- <sup>9</sup> Revenue stream is derived from SIS project costs allocated to improvements programmed in Martin County per SIS Cost Feasible Plan, April 2023.
- <sup>10</sup> Revenue stream is derived from Turnpike project costs allocated to improvements programmed in Martin County based of Florida Turnpike Cost Feasible Projects List, January 2025.
- <sup>11</sup> Funding for “any area” can be used by both TMA and Non-TMA MPOs. Projects funded using these funds must be identified as "illustrative" in the LRTP.
- <sup>12</sup> FTA transit funds considered discretionary to MPOs include Section 5310, 5311 and 5339.
- <sup>13</sup> This program will fund up to 50 percent of the project cost. Project partially funded using TRIP can be included in the LRTPs as "illustrative" projects.
- <sup>14</sup> HSIP funds available for short-term safety projects that address traffic crash problems involving fatal and injury crashes. Projects typically cost \$1M or less. Funds allocations to be district managed and distributed based on statutory formula.
- <sup>15</sup> FDOT estimates for these non-capacity programs provided at district level which reconcile to statewide amounts ensure that sufficient funding will be available to operate and maintain the overall state transportation system.
- <sup>16</sup> Project partially funded using Florida New Starts Program can be included in the LRTPs as "illustrative" projects.
- <sup>17</sup> Statewide funds that may be available for aviation projects identified in the Martin Moves 2050. FDOT share is limited to 25% of the total project cost.
- <sup>18</sup> FDOT uses its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by Florida Department of Environmental Protection (FDEP).
- <sup>19</sup> Federal operating revenues from Federal Transit Administration's (FTA) Sections 5307 and 5311 are received by Marty through FDOT as a designated sub recipient. This revenue stream is included in FDOT's Non-SIS Transit Formula program. Funds from Urbanized Grant Program Section 5311 Non-Urbanized Grant Program are received by the MPO through FDOT's Statewide Rural Transit Program, which is included the 2050 Revenue Forecast Handbook and provided at districtwide level.
- <sup>20</sup> Federal capital revenues from Federal Transit Administration's (FTA) Sections 5307 received by Marty through FDOT as a designated subrecipient. This revenue stream is included in FDOT's Non-SIS Transit Formula program. Funds from Urbanized Grant Program Section 5339 Bus & Bus Facilities Program are received by the MPO through FDOT which is included the 2050 Revenue Forecast Handbook and provided at districtwide level under Non-SIS Transit Discretionary program.
- <sup>21</sup> Fuel taxes include local option fuel taxes (1-6 Cents, 1-5 Cents, Ninth Cent), constitutional fuel tax and county fuel tax.
- <sup>22</sup> Transportation impact fee for the 10-year period from 2025 to 2034 is based on Martin County's Adopted FY 2025 Capital Improvement Plan (Roadway Revenue Summary on page 161 of 282 of the PDF).
- <sup>23</sup> General Funds revenue estimate for 2025 is based on Martin County's FY 2025 Adopted Budged and for 2026 is based on the County's FY 2026 Tentative Budget. Estimates for 2027 through 2034 are consistent with 2025-2034 Marty TDP, July 2024.
- <sup>24</sup> Farebox revenue for 2025 through 2034 is consistent with 2025-2034 Marty Transit Development Plan, July 2024.
- <sup>25</sup> General Funds revenue estimate for transit capital investment from 2025 to 2034 is consistent with Marty 2025-2034 Transit Development Plan and Martin County's Adopted FY 2025 Capital Improvement Plan.
- <sup>26</sup> Does not include revenue estimates and/or funds available at districtwide or statewide levels.

#### 4. NEXT STEPS

This chapter summarizes how the financial resources forecasted for the next 20 to 25 years will be applied to the Martin Moves 2050 Cost Feasible Plan (CFP). The chapter also establishes the linkage between the revenue forecast and the MPO's project prioritization process, ensuring that the final LRTP reflects both community priorities and financial constraints.

The project team will use the future revenue estimates identified in this technical memorandum to prioritize highway, transit, Transportation System Management and Operations (TSM&O), non-motorized, and complete streets investments in Martin County in a fiscally constrained manner. This means project funding will be limited to existing and reasonably likely sources of revenue, in full compliance with federal and state requirements.

Projects will be included in the 2050 Cost Feasible Plan based on established priorities and the availability of funds to cover all project phases — including planning, design, right of way (ROW) acquisition, and construction. In addition to the Cost Feasible Plan, the LRTP may identify Illustrative Projects. These projects represent significant project priorities that are currently unfunded within the constraints of reasonably expected revenues but could advance if additional funding becomes available. By identifying Illustrative Projects, *Martin Moves 2050* balances fiscal reality with forward-looking vision, ensuring that Martin MPO can respond effectively to new opportunities while maintaining compliance with federal and state planning requirements.

In summary, the information provided in this technical memorandum establishes the financial framework for the Martin MPO's 2050 LRTP. It ensures that the transportation plan reflects both the community's vision and the realities of available funding, enabling the development of a balanced, multimodal, and implementable Cost Feasible Plan for Martin County.

**APPENDIX - 1: 2050 Revenue Forecast Handbook, Florida  
Department of Transportation, June 2023 & Appendix G  
(select pages)**





Strategic  
development

# 2050 REVENUE FORECAST HANDBOOK



June 2023

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# INTRODUCTION

The need for the long-range revenue forecast began with federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). All federal transportation acts since have required Metropolitan Planning Organizations (MPOs<sup>1</sup>) to contain a financial plan in their Long Range Transportation Plan (LRTP<sup>2</sup>). This requirement is codified in Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Part 450.324(f)(11). Florida law also requires MPOs to have a financial plan in their LRTP (Section 339.175(7)(b), Florida Statutes.)

*Federal and Florida law require MPOs to have a financial plan in their LRTP.*

The federal law and regulations specify that an MPO's financial plan demonstrate how the adopted transportation plan can be implemented, indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend any additional financing strategies for needed projects and programs. The financial plan must demonstrate fiscal constraint and ensure that the LRTP reflects realistic assumptions about future revenues.

Additionally, the federal law indicates that the MPO, applicable transit operator, and State are to cooperatively develop estimates of funds that will be available to support plan implementation. In response, the Florida Department of Transportation (FDOT) prepares a long-range revenue forecast of federal and state funds in consultation with the Florida MPO Advisory Council (MPOAC) that can be used by all Florida's MPOs. This forecast is prepared approximately every five years to align with the LRTP update schedule for Florida's MPOs.

A statewide revenue forecast developed cooperatively provides **consistency** in the assumptions and approaches used when estimating future federal and state funding for both FDOT and MPO plan development. This includes providing estimates through the agreed upon horizon year and serves as the basis for financial planning for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) and for all 27 MPO LRTPs. Throughout the process, it is FDOT's goal to provide **transparency** with communication via working groups, regular updates to the MPOAC, and development of a handbook (this document) to detail the process for producing the revenue forecast.

This *2050 Revenue Forecast Handbook* documents the purpose, basis, and use of the handbook; an overview of roles, responsibilities, and coordination for the revenue forecast process; and the methodology details of how the forecast is prepared, produced, and delivered to each MPO.

<sup>1</sup> For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

<sup>2</sup> For this document, LRTP is used generally to refer to a MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).



# PURPOSE, BASIS, AND USE OF THE HANDBOOK

## PURPOSE

The purpose of this handbook is to provide FDOT and MPO staff and consultants with the detailed process for preparing, producing, reviewing, and delivering the long-range transportation revenue forecast to the MPOs for use in their 2050 LRTP update process.

## BASIS

### THE OVERALL BASIS OF THE FORECAST IS SUMMARIZED IN THESE SIX POINTS:

- ✓ Follows current federal and state laws, applicable regulations, and FDOT policies. For state funds, it is based on assumptions concerning factors affecting state revenue sources such as population growth rates and motor fuel consumption and tax rates.
- ✓ Uses FDOT's Program and Resource Plan (PRP) as the financial basis for the forecast. This is the financial planning document used by FDOT for the 10-year period that includes the Five-Year Work Program.
- ✓ Considers only federal and state funds that "pass through" the FDOT Five-Year Work Program. Federal funds include all federal aid that passes through the FDOT budget. State funds include state revenues such as motor fuel taxes, motor vehicle fees, tourism-based taxes, and other sources. Turnpike Enterprise revenue estimates are not included in this revenue estimate. For Turnpike project information, refer to the [Turnpike Ten-Year Finance Plan](#).
- ✓ Consolidates the program information in the PRP into three categories for how the estimates will be provided: statewide estimates, districtwide estimates, and MPO estimates.
- ✓ Does not include estimates for local governments, local/regional authorities, private sector, federal funds that go directly to MPOs or transit operators, or other funding sources except as noted. While these other fund sources are not part of the FDOT statewide revenue forecast, they should be considered as part of the overall MPO forecast based on their information source.
- ✓ Estimates the value of money at the time it will be collected and reflects future revenue. Future revenue is often referred to as year of expenditure (YOE) dollars. Growth factors<sup>3</sup> are applied to revenue amounts following the Five-Year Work Program. MPOs should adjust project costs to YOE dollars to ensure costs and revenues are expressed using the same time frame. Appendix E provides detail for adjusting project costs using agreed upon inflation factors<sup>4</sup> to convert present day project costs to project costs in YOE dollars. Therefore, all amounts in the forecast are expressed in YOE dollars.

<sup>3</sup> For this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050.

<sup>4</sup> For this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure.

## HANDBOOK USE

Florida's MPOs are advised to use the revenue estimates provided by FDOT along with this handbook to assist in the update of their LRTPs. However, if an MPO does not use the FDOT revenue forecast, they are required to develop their own independent forecast and document the methodology used to produce their own revenue forecast.

Federal Highway Administration (FHWA) recommends (based on 23 CFR 450.324(f)(11)(ii)) that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development and provide stakeholders with information and the analysis performed to produce the anticipated revenues. This is also documented in the *2018 Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs* provided by the FHWA Florida Division Office. In the case that an MPO develops their own independent forecast, it is advised that documentation of the approved methodology and assumptions be included in the LRTP.

*FHWA recommends that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development.*

The projected dollar values provided in this forecast should be used for planning purposes only during the LRTP update process. There should be no expectation these specific estimates will be programmed beyond what is in the 2023/24 – 2027/28 Five-Year Work Program and they do not represent a state commitment for funding, either in total or in any 5-year time period.



# OVERVIEW OF ROLES, RESPONSIBILITIES, AND COORDINATION

The creation of the revenue forecast is a collaborative effort between multiple FDOT Central and District offices as well as the MPOAC and MPOs. Since 1994, FDOT has worked with the MPOAC to develop the long-range revenue forecast to comply with federal requirements for developing cost feasible transportation plans and to demonstrate coordinated planning for transportation facilities and services in Florida. This section provides a brief description of the roles and responsibilities of FDOT, the MPOAC, and the MPOs in developing the revenue forecast as well as the approach for coordination.

## ROLES AND RESPONSIBILITIES

### *FDOT CENTRAL OFFICE – FORECASTING AND TRENDS OFFICE AND OFFICE OF POLICY PLANNING*

The Forecasting and Trends Office (FTO) provides forecasting and analysis linking transportation planning and implementation. The Office of Policy Planning (OPP) oversees a wide range of efforts and programs that lay the groundwork for transportation programming and project development including coordination with Florida's metropolitan transportation planning processes. Together, they led the effort for initiating, coordinating, producing, and delivering the revenue forecast. Responsibilities of FTO and OPP related to the revenue forecast included:

- ✓ Leading the Central Office (CO) Revenue Team consisting of the FTO Manager, OPP Director, and applicable staff;
- ✓ Coordinating with the Finance, Program and Resource Allocation staff in the Office of Work Program and Budget (OWPB) to review and understand applicable financial data for the revenue forecast;
- ✓ Leading the update of the Financial Guidelines for Florida MPO 2050 LRTPs<sup>5</sup>;
- ✓ Coordinating with the MPOAC and MPOs regarding production and distribution of the revenue forecast;
- ✓ Working with the FDOT Systems Implementation Office (SIO) to provide revenue forecasts for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP);
- ✓ Briefing management on results as production of the revenue forecast progresses;
- ✓ Conducting working group meetings with Districts and MPOs including preparation, facilitation, and summary;
- ✓ Providing updates to the MPOAC throughout the update process; and
- ✓ Collaborating with other FDOT offices as needed to review and refine the final revenue forecast to ensure consistency and transparency.

<sup>5</sup> The purpose of the *Financial Guidelines for Florida MPO 2050 LRTPs* is to provide uniformity in financial reporting within the MPO LRTP and to document the approach for FDOT, in cooperation with the MPOAC and Florida's MPOs, to prepare a long-range revenue forecast of state and federal transportation funds through 2050. It is prepared and agreed upon by both FDOT and MPOAC early in the update process.



## *FDOT CENTRAL OFFICE – OFFICE OF WORK PROGRAM AND BUDGET*

The Office of Work Program and Budget (OWPB) has the responsibility of developing and managing FDOT's Five-Year Adopted Work Program and providing financial planning services to FDOT management. The responsibilities of the OWPB related to the revenue forecast include:

- ✓ Determining the PRP and FDOT's Five-Year Work Program snapshot date and providing the PRP snapshot built from FDOT's Five-Year Work Program that will be used in developing the forecasts including the extended forecast (through the horizon year) using agreed upon growth rates;
- ✓ Calculating growth rates based on information from the latest state Revenue Estimating Conference (REC);
- ✓ Discussing and finalizing growth rates with the CO Revenue Team; and
- ✓ Assisting with the review and feedback on draft forecast tables to ensure consistency and transparency.

## *FDOT WORKING GROUP (INCLUDING DISTRICTS)*

To assist in the process of producing the revenue forecast, FDOT created an internal working group to receive, review, and provide feedback on draft documents related to the revenue forecast. This internal working group included Central Office staff from FTO, OPP, OWPB, and SIO as well as District MPO Liaisons and their designees. The responsibilities of the FDOT Working Group related to the revenue forecast include:

- ✓ Reviewing and proposing revisions to draft documents;
- ✓ Providing area/office specific input into the development of the revenue forecast methodology;
- ✓ Assisting with review of the draft and final revenue forecast; and
- ✓ Assisting with communication to MPOs regarding the revenue forecast.

## *MPO WORKING GROUP*

To assist with communication and coordination with the MPOAC and the MPOs, FDOT created an MPO Working Group to provide input into the preparation of the revenue forecast used to develop the MPO 2050 LRTPs. This external working group included directors and/or staff from nine MPOs who volunteered to review and comment on draft documents related to the revenue forecast. The responsibilities of the MPO Working Group related to the revenue forecast include:

- ✓ Providing input on the *Financial Guidelines for Florida MPO 2050 LRTPs* and
- ✓ Providing input into the approach for conducting the revenue forecast.

## COORDINATION

Throughout the development process, FTO and OPP coordinated with applicable FDOT offices, MPOAC, and the MPOs to ensure a timely, consistent, and transparent revenue forecast. Regular coordination fosters a cooperative and collaborative environment to assist in reconciling long-range plans; demonstrating coordinated planning for transportation facilities and services in Florida; and better documenting long-range needs in the state. The CO Revenue Team coordinated both internally and externally to ensure timeliness, consistency and transparency in the revenue forecast process.

### INTERNAL

FTO and OPP engaged with OWPB early to review the FY 22/23 – 30/31 PRP (and later the FY 23/24 – 31/32 PRP). In addition, conversations with OWPB helped the team to understand the current trends resulting from the state's REC and its impact on growth rates for the forecast. Early conversations with the SIO also allowed for coordination of the estimates used in the development of the 2050 SIS CFP. Regular updates to District MPO Liaisons, via the FDOT Working Group, allowed them to be informed on the progress so they could communicate information to their respective MPOs. **Table 1** summarizes the FDOT Working Group meetings throughout the process.

**Table 1. FDOT Working Group Meetings**

DATE	TOPIC
November 16, 2021	Kick-off Meeting; discuss purpose and charge
December 14, 2021	Review previous forecast/discuss current approach
January 11, 2022	Discuss draft financial guidelines
February 8, 2022	Review draft financial guidelines
March 8, 2022	Finalize financial guidelines; discuss forecast table templates
April 5, 2022	Discuss changes to release schedule; finalize forecast table templates
June 7, 2022	Provide process update on forecast preparation; discuss boundary assumptions
October 6, 2022	Provide process update on forecast preparation
April 10, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

## EXTERNAL

FTO and OPP regularly met with and updated the MPO Working Group as well as the MPOAC on various milestones throughout the process. These updates encouraged meaningful conversation about comments or concerns involving the revenue forecast and allowed FDOT to understand and address the concerns of the MPOAC. **Table 2** summarizes the MPO Working Group meetings throughout the process. **Table 3** summarizes the touch points with the MPOAC throughout the process.

**Table 2. MPO Working Group Meetings**

DATE	TOPIC
November 17, 2021	Kick-off Meeting; discuss purpose and charge
December 16, 2021	Review previous forecast/receive input on current approach
January 18, 2022	Discuss draft financial guidelines
April 7, 2022	Provide input on financial guidelines; provide update on release schedule
June 22, 2022	Provide update on boundary assumptions; discuss forecast table templates
October 14, 2022	Provide process update on forecast preparation
April 17, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

**Table 3. MPOAC Quarterly Meetings**

DATE	TOPIC
January 27, 2022	Review revenue forecast update process; creation of working groups
April 28, 2022	Review financial guidelines
July 28, 2022	Provide process update on release schedule and forecast assumptions
October 27, 2022	Provide process update on forecast preparation
January 31, 2023	Provide process update on continued forecast preparation
April 27, 2023	Provide 2050 Statewide Revenue Forecast

# FEDERAL AND STATE REVENUE FORECAST PROCESS METHODOLOGY

FDOT prepared the long-range revenue forecast for federal and state funds that “flow through” the FDOT Five-Year Work Program. The steps involved in this extensive effort included close coordination with the OWPB; regular updates with District and MPO staff; technical entry, analysis, and verification; quality review of the estimates; and final release of a revenue forecast for each of Florida’s MPOs. In concert, the FDOT SIO was provided the same revenue forecast to develop the 2050 SIS CFP.

## PREPARING THE REVENUE FORECAST

This section details the preliminary steps to prepare for the analysis of the forecast numbers and tables. The process for preparing the long-range revenue forecast is a collaborative effort among multiple FDOT offices. It starts approximately 32-36 months prior to the due date of the first MPO in the LRTP update cycle. This is to ensure that MPOs first in the update cycle have the forecast at least 15-18 months before their due date. The cycle described in this handbook kicked off in November 2021, approximately 35 months prior to the first MPO LRTP due for the 2050 cycle.

### EARLY STEPS

To initiate the process, the CO Revenue Team reviewed prior forecasts, considered current issues impacting revenues, received and reviewed the February 2022 PRP snapshot<sup>6</sup> from the OWPB, and briefed FDOT management so they could inform the MPOAC of FDOT’s intent to begin the update process. They also convened working groups, finalized the framework of the forecast, and documented the time frame used in the revenue forecast.

### WORKING GROUPS

To provide valuable input into the process, FDOT convened the two working groups.

- ✓ The **FDOT Working Group** was an internal group consisting of District and Central Office staff who work with MPOs via their LRTP update process and have an interest/need to understand and use the revenue forecast, and
- ✓ The **MPO Working Group** was a volunteer based group of MPO directors and staff that had a desire to understand, provide input into, and will use the revenue forecast in the LRTP update process.

These Working Groups helped draft and refine the *Financial Guidelines for Florida MPO 2050 LRTPs* document. The guidelines document represented a collaborative effort to provide uniformity in financial

<sup>6</sup> The February 2022 PRP snapshot was used in early steps of the process; however, the final forecast was based on the March 2023 PRP snapshot as described later in this handbook.

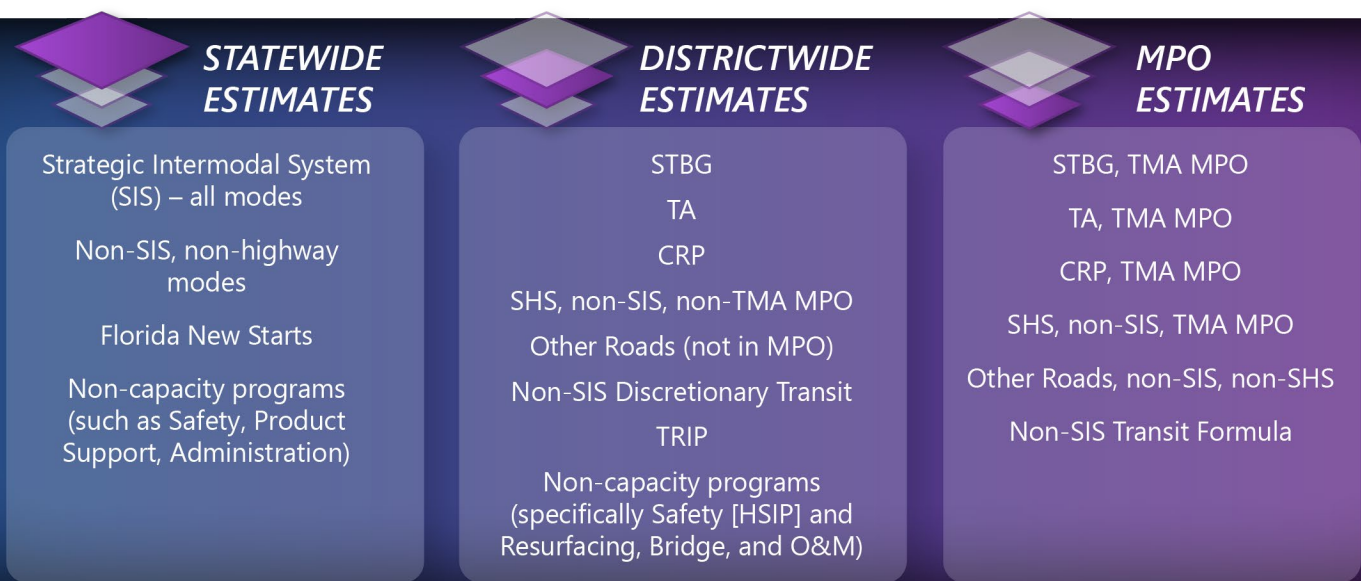


reporting within the MPO LRTP update process and provided information for preparing the long-range revenue forecast to be used by all MPOs for financial planning in their plan updates.

## FRAMEWORK

With feedback from the Working Groups, FDOT finalized the Revenue Forecast framework. This framework, shown in **Figure 1**, represents the organization of the revenue forecast beginning with revenue tables at the *statewide level* largely for informational purposes, followed by revenue tables at the *districtwide level* identifying revenues available to the Districts but programmed in consultation with the MPOs, and finally, revenue tables at the *MPO level* providing MPO-specific revenue estimates for Transportation Management Area (TMA<sup>7</sup>) funds, transit formula funds, and other revenues that are reasonably expected to be available in the MPO area through 2050. The Revenue Forecast framework is also documented in the *Financial Guidelines for Florida MPO 2050 LRTPs* document.

**Figure 1. Revenue Forecasting Framework**



## TIMEFRAME

The next step to the revenue forecast process was identifying the time frame that the forecast would capture. The base year is the first year in the revenue forecast and the horizon year is the last year. Syncing up the horizon year with the LRTP update cycle provides a seamless use of the revenue forecast to the MPOs work on the Needs Plan and Cost Feasible Plan. The base and horizon years are for financial reporting purposes only and do not impact individual MPO selection of alternative base and horizon years for socio-economic data, modeling, and other purposes.

<sup>7</sup> Transportation Management Areas (TMA) are urban areas with a population over 200,000. All urban areas with less than 200,000 people are not considered a TMA. For the purposes of this handbook, MPOs in a TMA are called TMA MPOs and those not in a TMA are called non-TMA MPOs.

Aggregate time bands are identified to simplify reporting. Five-year time bands are used 15 years into the forecast. The final 10 years are shown as one time band. The individual time bands for this revenue forecast are 2023/24-2024/25 (gap between Work Program and first time band); 2025/26-2029/30; 2030/31-2034/35; 2034/35-2039/40; and 2039/40-2049/50. The use of time bands increases flexibility, reduces the need to “fine tune” project priorities, and decreases the number of LRTP amendments.

Revenue estimates provided to each MPO consist of the statewide, districtwide, and MPO level tables. The tables identify whether the source is federal or state and provides a dollar total for each aggregate time band.

### *INITIATING THE REVENUE FORECAST PROCESS*

The starting point for preparing the revenue forecast is FDOT’s annual Program and Resource Plan (PRP), a document providing planned commitment levels by year for all FDOT’s programs. The PRP is essential to understanding the major programs, their resource requirements, and the projects they deliver. The program levels form the basis for FDOT’s Finance Plan, Five-Year Work Program, and Legislative Budget Request (LBR). Annual estimates of funding levels through 2050 are based on federal and state laws and regulations and FDOT policies at the time the forecast is prepared. For files related to the current PRP, visit the [Office of Work Program and Budget, Program and Resource Plan](#) website.

Development of the PRP is guided in the broadest sense by FDOT’s mission statement:

*The department will provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.*

In addition, the Florida Transportation Plan (FTP), the state’s long-range transportation plan documenting Florida’s transportation goals and objectives, provides the policy framework for the PRP, the Five-Year Work Program, and the LBR.

Sound multimodal planning concepts and the best available forecasts of costs and funding are used in preparing the PRP. However, the PRP is vulnerable to future circumstances and events which may have a positive or negative impact on transportation resources such as variations in revenue projections, changes in regulations and laws, fluctuations in construction costs, and extraordinary and unpredictable changes in right-of-way land costs.

### *UNDERSTANDING THE FUNDING SOURCES*

Chapter 334, Florida Statutes identifies FDOT as responsible for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the state, and assuring the compatibility of all components, including multimodal facilities.

In carrying out its duties, FDOT adopts a Five-Year Work Program, which is a list of transportation projects planned for each fiscal year. State taxes and fees, along with federal aid, make up the primary funding sources for the work program. Other funding sources include tolls collected for certain facilities, proceeds from bond issuances, and local taxes and fees. These other funding sources are not considered in this revenue forecast.

The State Transportation Trust Fund (STTF) is legislatively authorized and used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. Florida receives both federal and state funds. The Federal aid in this forecast incorporates current federal legislation – *the Infrastructure Investment and Jobs Act (IIJA)* – for the federal fiscal years 2021/22 – 2025/26. Federal funds are obligated to states according to formulas determined by Congress. All programs in IIJA, existing and new, were considered in this revenue forecast. Urban and non-urban programs are distributed by population according to federal law.

The STTF's primary revenue sources are from state taxes and fees. The following state revenue sources are considered in the revenue forecast.

## HIGHWAY MOTOR FUEL TAXES

The collection of state fuel taxes is administered by the Florida Department of Revenue (DOR). While most revenue from the Fuel Sales Tax is distributed to the STTF, set-asides are included for other funds. Primary state fuel sales taxes include:

*Highway Fuel Sales Tax (indexed annually by the Consumer Price Index);*

*Off-Highway Fuel Sales Tax; and*

*State Comprehensive Enhanced Transportation System Tax (indexed annually by the Consumer Price Index).*

Historically, revenues from these taxes are affected by short-term population growth and automatic tax rate increases (adjustments based on Consumer Price Index). They tend to grow at a faster pace than those from other sources. Isolated increases or decreases in growth rates are usually the result of external variables such as resulted from the COVID-19 pandemic.

## TOURISM-BASED TAXES

Tourist-based taxes include those closely associated with tourism in the state. Florida DOR administers the collection of both aviation fuel tax and the rental car surcharge. Eighty percent of the revenue from the rental car surcharge is distributed to the STTF. The two tax sources are:

*Aviation Fuel Tax and*

*Rental Car Surcharge.*

Revenues from these taxes are heavily influenced by tourist activity. For example, higher growth rates in recent years were primarily the result of a rebound in tourism from the negative impacts of COVID limitations that impacted air travel and other travel restrictions.

## MOTOR VEHICLE LICENSE RELATED FEES

These funds are primarily collected and administered by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and distributed to the STTF among other funds. Primary state motor vehicle license related fees include:

*Motor vehicle license fees;*

*Motor vehicle license surcharges;*

*Initial registration fees (also known as New Wheels on the Road); and*

*Motor vehicle title fees.*

Revenues from these sources are mainly impacted by population growth and new car sales. For example, the negative growth rates in the future would result in a projected decline in the initial registration fees of new vehicles. Positive impacts to both of these variables are expected in the long term given predicted population growth.

## DOCUMENTARY STAMP TAXES

The documentary stamp tax is levied on documents that include, but are not limited to, deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness. They can fluctuate widely depending on the Florida real estate market and complex provisions in the law governing this source of Florida revenue. Currently, state law allows distributions to the STTF, not to exceed \$466.75 million. FDOT programs that receive documentary stamp funding include Florida New Starts Transit Program, Small County Outreach Program (SCOP), Strategic Intermodal System (SIS), Transportation Regional Incentive Program (TRIP), and the Florida Rail Enterprise.

Revenues from this source are impacted largely by fluctuations in the real estate market among other things. Revenue is first distributed from this tax source to fund debt service for environmental programs and contributions to the land acquisition trust fund. Revenues are then distributed to the STTF in an amount not to exceed \$466.75 million. Due to the statutory limit, flat growth is assumed once forecasted funds reach the cap and stays constant through the end of the forecast period. For this revenue forecast, forecasted funds reached the cap in fiscal year 2029/30.



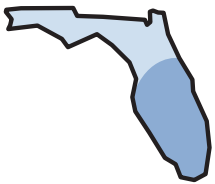
## *DETERMINING THE GROWTH RATES*

As the update process continued, the CO Revenue Team met with the OWPB to discuss the growth rates that were used to extrapolate the anticipated revenue from the last year of FDOT's Five-Year Work Program to the horizon year. The process for determining growth rates for both federal and state funds is described below.



### **GROWTH RATES FOR FEDERAL FUNDS**

Federal funds are not based on factors such as population and/or economic growth, a common indicator of actual economic activity within a state. They are set through a political process determined by Congress. Federal funds are obligated to states for a set period of time. The current IIJA was passed for the federal fiscal years 2021/22 – 2025/26. The time period is certain unless the current act is extended or new federal legislation is enacted. Given the uncertain nature of when or how federal funds will be available beyond the current federal transportation act, FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. The level of federal funding to states has often increased with subsequent transportation acts, however, given the unpredictable nature of the congressional political process that produces the state allocations, FDOT remains conservative in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies.



### **GROWTH RATES FOR STATE FUNDS**

FDOT calculates annual growth rates for state funds using information from the REC which considers the current and anticipated state of the economy and population. The REC is one of several conferences that are part of the statutorily required consensus estimating conference process. The REC is required to develop official forecasts for anticipated state and local government revenues as the conference determines the needs for the state planning and budgeting process. The three areas within the REC that provide forecasts for transportation-related funding flowing into the STTF include highway safety fees, transportation revenue, and general revenue (specifically documentary stamp revenue). The growth rates used in this revenue forecast are based on what is provided by the REC and are applied in fiscal years 2028/29 – 2049/50. Information on the growth rates used in this revenue forecast and how they were calculated are included in Appendix E.

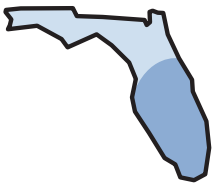
## *OTHER FACTORS IMPACTING THE REVENUE FORECAST*

Historically, the funding split for transportation funds in Florida has been approximately 25 percent federal and 75 percent state. Given the higher proportional share of funds from state sources, changes in the state's economy have a greater impact on the revenue forecast. However, the revenue forecast can be influenced by external factors at both the federal and state level.



## FEDERAL

The federal forecast is completely dependent on transportation legislation passed by Congress and signed into law by the President. Federal transportation law dictates what each state receives. In 2021, the IIJA allocated funding to each state through reauthorization of existing programs as well as the creation of new programs for all modes of transportation. Florida is estimated to receive \$13.5 billion in formula funds over the five-year transportation act which is an increase of 35 percent over the previous Act. In addition to funding historical programs like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA), IIJA created new programs such as the Carbon Reduction Program (CRP) that is also reflected in the revenue forecast.



## STATE

The state forecast is impacted by external factors within the state's economy such as income, employment, visitors, GDP, and population among others. Depending on when the revenue forecast is calculated, the estimate of future funds can look drastically different. For example, in 2018, the date of the previous revenue forecast, the U.S. and the state were in the middle of the longest period of economic growth that is over 10 years. This had an impact on the growth rates and the estimates that were calculated. The economy began to shift in 2020 and in late 2022, the U.S. economic outlook looked much different with many economists expecting a recession sometime in 2023. If economic growth declines as currently expected, this downturn will have an impact on the amount of state tax receipts that will be available, which in turn will impact the amount of expected state revenue.

## RECONCILING THE DATA

Once the growth rates were obtained from OWPB, the CO Revenue Team worked with the OWPB to download the March 2023 PRP snapshot file of the data submitted in the LBR for the fiscal year 2023/2024 state transportation budget. The PRP snapshot covered fiscal years 2023/24 – 2031/2032.

The first five years of the 10-year PRP, which is the Five-Year Work Program, is the starting point for the 2050 revenue forecast. This 5-year data set is used because while all revenue anticipated is included in the 10-year PRP, not all projects are programmed in the outer years (beyond the adopted Work Program). Using the Five-Year Work Program as the basis ensures a comprehensive foundation for growing the funds into the future. For this forecast, growth rates were used starting in 2028/29.

Once the database was received, the CO Revenue Team reconciled the data to the PRP to ensure the extracted database was correct and complete. The CO Revenue Team met with the OWPB to address any questions, concerns, or matters concerning the reconciliation. Once the data set was confirmed, the CO Revenue Team conducted the forecast for statewide, districtwide, and MPO tables.

## CONDUCTING AND PRODUCING THE REVENUE FORECAST

This section outlines the steps for producing the revenue forecast tables including details for conducting and analyzing the revenue forecast. Individual MPO estimates are provided in a separate report prepared for each MPO.

Review of the forecast numbers began with calculating a summary table of all federal and state funds that pass through the Five-Year Work Program. Starting with the year following the Five-Year Work Program, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds were grown based on the established growth rates to 2050 (see Appendix E). The individual year amounts are summed within the established time bands and provided in **Table 4** below. In this summary table, the percent of the total is also calculated for both federal and state funds.

**Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of \$)**

MAJOR REVENUE SOURCES (MILLIONS OF \$)	TIME PERIOD (FISCAL YEARS)					
						27-YEAR TOTAL
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	2024/25- 2049/50
FEDERAL						
Amount	\$6,819	\$14,503	\$14,584	\$14,584	\$29,168	\$79,658
Percent of Total	37%	33%	32%	31%	30%	32%
STATE						
Amount	\$11,806	\$29,288	\$31,300	\$32,720	\$66,747	\$171,862
Percent of Total	63%	67%	68%	69%	70%	68%
Statewide Total	\$18,624	\$43,791	\$45,884	\$47,304	\$95,915	\$251,519

The remainder of this section details the approach for calculating the statewide, districtwide, and MPO level forecasts through 2050.



## *REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL*

The approach for statewide programs, both formula and discretionary, are provided in this section. For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for

- ✓ All modes on the Strategic Intermodal System (SIS);
- ✓ Non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and
- ✓ Non-SIS transit.

In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System including:

- ✓ Safety; resurfacing; bridge, product support; operations and maintenance; and administration.

These statewide estimates are funded with both federal and state funds. Because these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments and other transportation providers and listed in the 2050 SIS CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

## **STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES**

SIS revenue estimates consist of federal and state funds for all modes on the SIS. This category includes construction, improvements, and associated right-of-way for highway and non-highway modes, as applicable, for designated SIS hubs, corridors, and connectors. The 2050 SIS CFP revenue estimates are provided for non-Turnpike facilities only. For Turnpike project information, refer to the [Turnpike Ten-year Finance Plan](#).

SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. The 2050 SIS Cost Feasible Plan includes all roads on the SIS including connectors between SIS corridors and SIS hubs. All projects identified in the 2050 SIS CFP are aligned with the [SIS Policy Plan](#) and its implementation as well as follow [SIS Funding Eligibility Guidance](#).

These estimates (outside the Five-Year Work Program) are for planning purposes and do not represent a commitment of FDOT funding. The 2050 SIS Cost Feasible Plan does not provide specific projects for modes other than highways (i.e., aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for

each mode for specific projects that will be identified and selected in the future. **Table 5** provides the statewide estimate for SIS – all modes.

**Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of \$)**

PROGRAMS	TIME PERIODS (FISCAL YEARS)							18-YEAR TOTAL FOR SIS 2032/33- 2049/50	OVERALL 27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2031/32	2032/33- 2034/35	2035/36- 2039/40	2040/41- 2044/45	2045/46- 2049/50		
Highway Share Federal/State	\$3,409.88	\$6,598.12	\$2,548.58	\$3,710.00	\$6,301.16	\$6,376.18	\$6,371.18	\$22,758.53	\$35,315.10
Modal Reserves Federal/State	\$852.47	\$1,649.53	\$637.15	\$927.50	\$1,575.29	\$1,594.05	\$1,592.80	\$5,689.63	\$8,828.78
<b>Statewide Total</b>	<b>\$4,262.35</b>	<b>\$8,247.65</b>	<b>\$3,185.73</b>	<b>\$4,637.51</b>	<b>\$7,876.45</b>	<b>\$7,970.23</b>	<b>\$7,963.98</b>	<b>\$28,448.16</b>	<b>\$44,143.88</b>

## NON-SIS/NON-HIGHWAY MODES

Estimates of available federal and state funds are provided for informational purposes in **Table 6** for the following non-SIS/non-highway modes.

- ✓ **Aviation** – Primary use of the aviation program is financial and technical assistance to Florida's airports for airside improvements.
- ✓ **Rail** – Primary use is for funding the acquisition of rail corridors and assistance in developing intercity passenger and commuter rail services, fixed guideway system development, rehabilitation of rail facilities, and high-speed transportation.
- ✓ **Intermodal Access** – Primary use is to improve access to intermodal, seaport, and airport facilities to enhance the movement of people and goods to and from airports and seaports.
- ✓ **Seaport Development** – Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding for the development of public deep-water seaports.
- ✓ **SUN Trail** – Exclusive use is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily-defined \$25 million annual allocation. This statewide network is being constructed by FDOT, and they bear the primary responsibility for planning the system. SUN Trail projects from the Five-Year Work Program need to be included in MPO's TIPs to advance. As such, these TIP projects also need to be in the LRTP. MPOs may wish to

include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their L RTPs. MPOs also may wish to highlight planned connections with SUN Trail stemming from other bicycle and pedestrian projects, or from projects of any mode.

**Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of \$)**

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
Aviation Federal/State	\$259.72	\$702.40	\$782.88	\$818.26	\$1,669.10	\$4,232.36
Rail Federal/State	\$282.69	\$398.15	\$415.91	\$432.51	\$880.30	\$2,409.56
Intermodal Access Federal/State	\$41.85	\$144.66	\$167.43	\$172.27	\$348.99	\$875.18
Seaport Development Federal/State	\$54.87	\$213.67	\$235.04	\$245.71	\$501.22	\$1,250.51
SUN Trail State	\$50.00	\$125.00	\$125.00	\$125.00	\$250.00	\$675.00
<b>Statewide Total</b>	<b>\$689.13</b>	<b>\$1,583.87</b>	<b>\$1,726.26</b>	<b>\$1,793.75</b>	<b>\$3,649.61</b>	<b>\$9,442.61</b>

For the statewide estimate, FDOT identified federal and state funding that included aviation, rail, intermodal access, and seaport development programmed funds that were not on the SIS. SUN Trail is calculated independently because it is a legislatively set annual amount of \$25 million a year<sup>8</sup>. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

<sup>8</sup> On April 11, 2021, Senate Bill 106 was signed into law expanding SUN Trail and increasing funding to \$50 million annually. As of the publication of this revenue forecast, it has not been determined what programs will be reduced to accommodate the increase for SUN Trail.

## FLORIDA NEW STARTS

Estimates of available federal and state funds are provided at the statewide level in **Table 7** for the Florida New Starts program. These are state funds that provide local governments and transit agencies with up to a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. State funding is limited to up to 50 percent of the non-federal share and local funding is required to match state contributions. MPOs may desire to include projects partially funded with Florida New Starts funds in their LRTPs. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as “illustrative.” Florida New Starts estimates are provided at the statewide level.

**Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of \$)**

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
Florida New Starts Program State	\$173.50	\$267.68	\$287.56	\$300.60	\$613.21	\$1,642.55

For the statewide estimate, FDOT identified federal and state programmed transit funds that were not on the SIS. All programmed transit funds were reviewed to determine whether they were discretionary or formula from the state’s perspective. All discretionary funds were considered at the statewide level and formula funds were considered at the MPO level (see pages 35-36). Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

## NON-CAPACITY PROGRAMS

These estimates are federal and state funds for programs to support, operate, and maintain the SHS including safety, bridge, resurfacing, product support, operations and maintenance, and administration. These are provided at the statewide level in **Table 8**.

**Safety** includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program. Both programs focus on reducing crashes,



fatalities, and serious injuries using the "4 E's" of safety: engineering, education (including public information), enforcement, and emergency services.

- ✓ **Resurfacing** includes resurfacing of all pavements on the State Highway System including Florida's Interstate, Turnpike, and other arterial highways.
- ✓ **Bridge** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives. This includes bridges on the State Highway System, off the State Highway System, on the federal-aid highway system, and off the federal-aid highway system.
- ✓ **Product Support** includes preliminary engineering<sup>9</sup>, construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment.
- ✓ **Operations and Maintenance** includes activities which support and maintain the transportation infrastructure once it is constructed and operational. Activities include operations and maintenance centers, toll operations and traffic engineering, and operations services.
- ✓ **Administration** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions. This also includes the Fixed Capital Outlay Program.

Certain expenditures, such as debt service, reimbursements to local governments, and a few other minor categories, are not described above but are included in the statewide totals under "Administration and Other."

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<sup>9</sup> Preliminary Engineering (PE) Program represents the activities and resources related to the environmental concerns, corridor location, and other project development issues, project surveying and mapping, roadway and structural design phases, traffic engineering, safety considerations, pavement management, project estimating, project specifications development, project management including both in-house and consultant development and support, and quality assurance in all of these areas as related to highway and bridge construction projects.

**Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of \$)**

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
Safety Federal/State	\$412.34	\$997.74	\$1,017.10	\$1,017.78	\$2,036.18	\$5,481.13
Resurfacing* Federal/State	\$3,034.12	\$7,998.73	\$8,034.39	\$8,184.54	\$16,507.27	\$43,759.05
Bridge* Federal/State	\$522.15	\$2,357.27	\$1,954.68	\$1,999.65	\$4,040.69	\$10,874.45
Product Support Federal/State	\$3,352.75	\$6,280.84	\$6,346.05	\$6,536.36	\$13,247.86	\$35,763.87
Operations and Maintenance* Federal/State	\$2,465.76	\$6,893.87	\$7,525.73	\$7,851.74	\$16,003.51	\$40,740.62
Administration and Other Federal/State	\$396.17	\$919.48	\$994.11	\$1,039.02	\$2,119.36	\$5,468.14
<b>Statewide Total</b>	<b>\$10,183.28</b>	<b>\$25,447.94</b>	<b>\$25,872.07</b>	<b>\$26,629.10</b>	<b>\$53,954.88</b>	<b>\$142,087.26</b>

\*A district breakdown of the total resurfacing, bridge, and operations & maintenance estimates is provided in the Districtwide section below.

For the statewide estimate, FDOT identified federal and state programmed non-capacity funds for resurfacing, bridge, preliminary engineering, construction engineering and Inspections (CEI), ROW support, environmental mitigation, material and research, planning and environment, operations & maintenance, traffic engineering & operations, toll operations, and administration. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.



## REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

The approach for districtwide programs is provided in this section. Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- ✓ Surface Transportation Block Grant (STBG),
- ✓ Transportation Alternatives (TA);
- ✓ Carbon Reduction Program (CRP);
- ✓ SHS (non-SIS) – non-TMA MPO;
- ✓ Other Roads (non-SHS/non-SIS); and
- ✓ Transportation Regional Incentive Program (TRIP).

Some non-capacity programs will be reported, such as:

- ✓ Highway Safety Improvement Program (HSIP), and
- ✓ Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

## SURFACE TRANSPORTATION BLOCK GRANT

These are federal funds from the Surface Transportation Block Grant (STBG) program to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The sub-categories are shown in the list below.

- ✓ For “any area”, may be used on any project in the state
- ✓ For areas with a population less than 5,000;
- ✓ For areas with a population from 5,000 to 49,999; and
- ✓ For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 9**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

**Table 9. Districtwide Revenue Estimate for STBG (Millions of \$)**

Programs Funding Source: Federal	Time Periods (Fiscal Years)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1						
SA (Any Area)	\$53.33	\$248.58	\$260.34	\$260.34	\$520.68	\$1,343.27
SN (Population less than 5,000)	\$4.07	\$22.42	\$22.08	\$22.08	\$44.15	\$114.80
SM (Population 5,000 to 49,999)	\$0.33	\$15.02	\$15.98	\$15.98	\$31.96	\$79.28
SL (Population 50,000 to 200,000)	\$4.07	\$17.21	\$20.28	\$20.28	\$40.55	\$102.39
Total District 1	\$61.80	\$303.23	\$318.67	\$318.67	\$637.35	\$1,639.73
District 2						
SA (Any Area)	\$47.39	\$84.29	\$91.62	\$91.62	\$183.25	\$498.18
SN (Population less than 5,000)	\$16.15	\$36.43	\$34.52	\$34.52	\$69.05	\$190.68
SM (Population 5,000 to 49,999)	\$2.51	\$2.58	\$-	\$-	\$-	\$5.09
SL (Population 50,000 to 200,000)	\$7.33	\$22.38	\$22.54	\$22.54	\$45.09	\$119.89
Total District 2	\$73.38	\$145.68	\$148.69	\$148.69	\$297.39	\$813.83
District 3						
SA (Any Area)	\$46.23	\$78.63	\$90.34	\$90.34	\$180.67	\$486.20
SN (Population less than 5,000)	\$13.12	\$31.73	\$31.97	\$31.97	\$63.94	\$172.72
SM (Population 5,000 to 49,999)	\$1.34	\$6.85	\$6.91	\$6.91	\$13.81	\$35.82
SL (Population 50,000 to 200,000)	\$0.50	\$28.49	\$29.41	\$29.41	\$58.82	\$146.62
Total District 3	\$61.19	\$145.70	\$158.62	\$158.62	\$317.24	\$841.37
District 4						
SA (Any Area)	\$61.20	\$126.12	\$97.58	\$97.58	\$195.17	\$577.66
SN (Population less than 5,000)	\$2.64	\$3.51	\$3.61	\$3.61	\$7.21	\$20.56
SM (Population 5,000 to 49,999)	\$1.88	\$4.77	\$4.81	\$4.81	\$9.62	\$25.89
SL (Population 50,000 to 200,000)	\$5.29	\$13.01	\$13.11	\$13.11	\$26.22	\$70.74
Total District 4	\$71.01	\$147.41	\$119.11	\$119.11	\$238.22	\$694.85
District 5						
SA (Any Area)	\$90.87	\$252.81	\$302.19	\$302.19	\$604.38	\$1,552.42
SN (Population less than 5,000)	\$8.20	\$29.59	\$30.00	\$30.00	\$60.01	\$157.81
SM (Population 5,000 to 49,999)	\$2.94	\$5.51	\$5.56	\$5.56	\$11.12	\$30.68
SL (Population 50,000 to 200,000)	\$15.82	\$54.46	\$55.96	\$55.96	\$111.92	\$294.11
Total District 5	\$117.83	\$342.36	\$393.71	\$393.71	\$787.41	\$2,035.02
District 6						
SA (Any Area)	\$29.18	\$119.79	\$146.00	\$146.00	\$292.01	\$732.98
SN (Population less than 5,000)	\$-	\$1.38	\$1.39	\$1.39	\$2.78	\$6.95
SM (Population 5,000 to 49,999)	\$0.10	\$5.81	\$5.85	\$5.85	\$11.71	\$29.33
SL (Population 50,000 to 200,000)	\$0.71	\$-	\$-	\$-	\$-	\$0.71
Total District 6	\$29.99	\$126.98	\$153.25	\$153.25	\$306.50	\$769.97
District 7						
SA (Any Area)	\$72.83	\$183.05	\$163.17	\$163.17	\$326.34	\$908.57
SN (Population less than 5,000)	\$6.93	\$20.00	\$20.14	\$20.14	\$40.27	\$107.48
SM (Population 5,000 to 49,999)	\$0.55	\$0.77	\$0.77	\$0.77	\$1.55	\$4.41
SL (Population 50,000 to 200,000)	\$8.99	\$25.76	\$25.95	\$25.95	\$51.90	\$138.56
Total District 7	\$89.30	\$229.58	\$210.03	\$210.03	\$420.07	\$1,159.01
Statewide Total	\$504.49	\$1,440.95	\$1,502.09	\$1,502.09	\$3,004.17	\$7,953.78

To calculate the districtwide estimate for STBG, FDOT identified the federal programmed funds for STBG for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### TRANSPORTATION ALTERNATIVES SET-ASIDE

The Transportation Alternatives (TA) set-aside are federal funds used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The sub-categories are shown in the list below.

- ✓ For “any area” and may be used on any project within the state;
- ✓ For areas with a population less than 5,000;
- ✓ For areas with a population from 5,000 to 49,999; and
- ✓ For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 10**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as “illustrative.” This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

**Table 10. Districtwide Revenue Estimate for TA (Millions of \$)**

		TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
		2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
PROGRAMS FUNDING SOURCE: FEDERAL							
District 1							
TALT (Any Area)	\$8.49	\$24.65	\$25.07	\$25.07	\$50.13	\$133.41	
TALN (Population less than 5,000)	\$1.41	\$3.66	\$3.72	\$3.72	\$7.43	\$19.93	
TALM (Population 5,000 to 49,999)	\$0.92	\$2.35	\$2.37	\$2.37	\$4.74	\$12.75	
TALL (Population 50,000 to 200,000)	\$1.17	\$2.97	\$3.00	\$3.00	\$6.00	\$16.14	
Total District 1	\$11.99	\$33.63	\$34.15	\$34.15	\$68.30	\$182.22	
District 2							
TALT (Any Area)	\$6.06	\$19.18	\$19.37	\$19.37	\$38.75	\$102.74	
TALN (Population less than 5,000)	\$2.38	\$6.07	\$6.14	\$6.14	\$12.28	\$33.00	
TALM (Population 5,000 to 49,999)	\$-	\$1.90	\$1.92	\$1.92	\$3.84	\$9.58	
TALL (Population 50,000 to 200,000)	\$1.29	\$3.30	\$3.34	\$3.34	\$6.68	\$17.95	
Total District 2	\$9.73	\$30.45	\$30.77	\$30.77	\$61.54	\$163.26	
District 3							
TALT (Any Area)	\$6.13	\$12.50	\$12.59	\$12.59	\$25.19	\$69.00	
TALN (Population less than 5,000)	\$2.53	\$4.70	\$4.74	\$4.74	\$9.47	\$26.17	
TALM (Population 5,000 to 49,999)	\$0.79	\$1.02	\$1.02	\$1.02	\$2.05	\$5.90	
TALL (Population 50,000 to 200,000)	\$2.37	\$4.32	\$4.36	\$4.36	\$8.71	\$24.11	
Total District 3	\$11.81	\$22.53	\$22.71	\$22.71	\$45.41	\$125.18	
District 4							
TALT (Any Area)	\$11.70	\$30.49	\$30.75	\$30.75	\$61.50	\$165.19	
TALN (Population less than 5,000)	\$0.21	\$0.53	\$0.53	\$0.53	\$1.07	\$2.87	
TALM (Population 5,000 to 49,999)	\$0.28	\$0.71	\$0.71	\$0.71	\$1.42	\$3.83	
TALL (Population 50,000 to 200,000)	\$0.76	\$1.93	\$1.94	\$1.94	\$3.88	\$10.45	
Total District 4	\$12.94	\$33.65	\$33.94	\$33.94	\$67.88	\$182.35	
District 5							
TALT (Any Area)	\$14.04	\$34.89	\$36.79	\$36.79	\$73.58	\$196.10	
TALN (Population less than 5,000)	\$1.74	\$4.41	\$4.44	\$4.44	\$8.89	\$23.93	
TALM (Population 5,000 to 49,999)	\$0.32	\$0.82	\$0.82	\$0.82	\$1.65	\$4.43	
TALL (Population 50,000 to 200,000)	\$3.24	\$7.28	\$8.29	\$8.29	\$16.58	\$43.68	
Total District 5	\$19.34	\$47.40	\$50.35	\$50.35	\$100.69	\$268.13	
District 6							
TALT (Any Area)	\$12.50	\$19.97	\$20.15	\$20.15	\$40.29	\$113.06	
TALN (Population less than 5,000)	\$0.13	\$0.20	\$0.21	\$0.21	\$0.41	\$1.16	
TALM (Population 5,000 to 49,999)	\$0.60	\$0.86	\$0.87	\$0.87	\$1.73	\$4.92	
TALL (Population 50,000 to 200,000)	\$-	\$-	\$-	\$-	\$-	\$-	
Total District 6	\$13.23	\$21.03	\$21.22	\$21.22	\$42.44	\$119.14	
District 7							
TALT (Any Area)	\$11.14	\$24.80	\$25.00	\$25.00	\$49.99	\$135.94	
TALN (Population less than 5,000)	\$2.27	\$3.06	\$3.08	\$3.08	\$6.16	\$17.64	
TALM (Population 5,000 to 49,999)	\$0.09	\$0.11	\$0.11	\$0.11	\$0.23	\$0.66	
TALL (Population 50,000 to 200,000)	\$2.16	\$3.82	\$3.84	\$3.84	\$7.69	\$21.35	
Total District 7	\$15.65	\$31.79	\$32.04	\$32.04	\$64.07	\$175.59	
Statewide Total	\$94.70	\$220.49	\$225.17	\$225.17	\$450.34	\$1,215.87	

For the districtwide estimate, FDOT identified the federal programmed funds for TA for non-TMA MPOs. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

## CARBON REDUCTION PROGRAM

Carbon Reduction Program (CRP) are federal funds to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. The sub-categories are shown in the list below.

- ✓ For “any area” and may be used on any project within the state;
- ✓ For areas with a population less than 5,000;
- ✓ For areas with a population from 5,000 to 49,999; and
- ✓ For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the Districtwide level in **Table 11**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as “illustrative.” This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.



**Table 11. Districtwide Revenue Estimate CRP (Millions of \$)**

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.25	\$3.06	\$3.09	\$3.09	\$6.17	\$16.65
CARM (Population 5,000 to 49,999)	\$0.77	\$1.95	\$1.96	\$1.96	\$3.93	\$10.57
CARL (Population 50,000 to 200,000)	\$2.49	\$4.02	\$4.92	\$4.92	\$9.84	\$26.20
Total District 1	\$4.51	\$9.03	\$9.97	\$9.97	\$19.94	\$53.42
District 2						
CARB (Any Area)	\$3.67	\$-	\$-	\$-	\$-	\$3.67
CARN (Population less than 5,000)	\$1.99	\$5.05	\$5.09	\$5.09	\$10.18	\$27.41
CARM (Population 5,000 to 49,999)	\$0.32	\$1.58	\$1.59	\$1.59	\$3.18	\$8.26
CARL (Population 50,000 to 200,000)	\$1.45	\$2.96	\$2.96	\$2.96	\$5.92	\$16.25
Total District 2	\$7.43	\$9.59	\$9.64	\$9.64	\$19.28	\$55.58
District 3						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.77	\$3.90	\$3.93	\$3.93	\$7.85	\$21.37
CARM (Population 5,000 to 49,999)	\$0.66	\$0.84	\$0.85	\$0.85	\$1.70	\$4.90
CARL (Population 50,000 to 200,000)	\$1.32	\$3.86	\$3.86	\$3.86	\$7.72	\$20.62
Total District 3	\$3.75	\$8.60	\$8.64	\$8.64	\$17.27	\$46.89
District 4						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$0.17	\$0.44	\$0.44	\$0.44	\$0.89	\$2.38
CARM (Population 5,000 to 49,999)	\$0.23	\$0.59	\$0.59	\$0.59	\$1.18	\$3.18
CARL (Population 50,000 to 200,000)	\$1.31	\$1.72	\$1.72	\$1.72	\$3.44	\$9.92
Total District 4	\$1.72	\$2.75	\$2.75	\$2.75	\$5.51	\$15.48
District 5						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.93	\$3.66	\$3.68	\$3.68	\$7.37	\$20.33
CARM (Population 5,000 to 49,999)	\$0.49	\$0.68	\$0.68	\$0.68	\$1.37	\$3.90
CARL (Population 50,000 to 200,000)	\$3.75	\$7.35	\$7.35	\$7.35	\$14.69	\$40.48
Total District 5	\$6.17	\$11.68	\$11.71	\$11.71	\$23.43	\$64.71
District 6						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$0.03	\$0.17	\$0.17	\$0.17	\$0.34	\$0.89
CARM (Population 5,000 to 49,999)	\$0.51	\$0.71	\$0.72	\$0.72	\$1.44	\$4.10
CARL (Population 50,000 to 200,000)	\$-	\$-	\$-	\$-	\$-	\$-
Total District 6	\$0.54	\$0.88	\$0.89	\$0.89	\$1.78	\$4.99
District 7						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.29	\$2.53	\$2.55	\$2.55	\$5.11	\$14.04
CARM (Population 5,000 to 49,999)	\$0.07	\$0.09	\$0.09	\$0.09	\$0.19	\$0.55
CARL (Population 50,000 to 200,000)	\$2.59	\$3.24	\$3.41	\$3.41	\$6.81	\$19.46
Total District 7	\$3.95	\$5.87	\$6.06	\$6.06	\$12.11	\$34.04
Statewide Total	\$28.07	\$48.40	\$49.66	\$49.66	\$99.33	\$275.12

For the districtwide estimate, FDOT identified the federal programmed funds for CRP for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 - 2045/25; 2025/26 - 2029/30; 2030/31 - 2034/35; 2034/35 - 2039/40; and 2040/41 - 2049/50. The time bands were summed across programs for the 27-year period.

### SHS (NON-SIS) - NON-TMA MPOS

These are state funds to fund improvements on the State Highway System for facilities not on the SIS. The approximately 8,000 miles of such highways represent about 64 percent of the centerline miles on the SHS. These funds may not be used off the state system. Non-TMA MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Estimates for SHS (non-SIS) for non-TMA MPOs are provided at the FDOT Districtwide level in **Table 12**.

**Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of \$)**

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1	\$2.46	\$4.73	\$5.36	\$5.52	\$11.19	\$29.26
District 2	\$-	\$-	\$-	\$-	\$-	\$-
District 3	\$2.17	\$0.89	\$2.33	\$2.43	\$4.96	\$12.78
District 4	\$3.18	\$1.30	\$3.41	\$3.56	\$7.27	\$18.72
District 5	\$9.91	\$76.25	\$65.59	\$68.56	\$139.86	\$360.16
District 6	\$-	\$-	\$-	\$-	\$-	\$-
District 7	\$-	\$31.43	\$23.49	\$24.26	\$49.22	\$128.40
<b>Statewide Total</b>	<b>\$17.72</b>	<b>\$114.60</b>	<b>\$100.17</b>	<b>\$104.33</b>	<b>\$212.50</b>	<b>\$549.32</b>

For the districtwide estimates, FDOT identified state programmed funds for SHS, non-SIS, not in a TMA. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### OTHER ROADS (NON-SHS/NON-SIS) – NOT IN AN MPO

These are federal funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). Estimates for Other Roads (non-SHS/non-SIS) are provided at the FDOT Districtwide level in **Table 13** for informational purposes only to the MPOs.

**Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of \$)**

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1	\$-	\$-	\$-	\$-	\$-	\$-
District 2	\$61.65	\$71.88	\$101.65	\$106.26	\$216.76	\$558.19
District 3	\$36.63	\$43.40	\$60.92	\$63.69	\$129.91	\$334.55
District 4	\$-	\$-	\$-	\$-	\$-	\$-
District 5	\$-	\$-	\$-	\$-	\$-	\$-
District 6	\$4.24	\$8.34	\$8.94	\$9.35	\$19.07	\$49.94
District 7	\$-	\$-	\$-	\$-	\$-	\$-
<b>Statewide Total</b>	<b>\$102.51</b>	<b>\$123.62</b>	<b>\$171.51</b>	<b>\$179.29</b>	<b>\$365.74</b>	<b>\$942.68</b>

For the districtwide estimates, FDOT identified programmed funds for Other Road, not in an MPO. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

## NON-SIS TRANSIT DISCRETIONARY

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, Formula Grants for Rural Areas – Section 5311, and Bus And Bus Facilities Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed.

In previous revenue forecasts, transit estimates were provided for both discretionary and formula by MPO. For this revenue forecast, transit estimates have been shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment in classification better represents how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need are considered discretionary for this revenue forecast. All transit discretionary funds are provided at the districtwide level and transit formula funds are provided at the MPO level (see pages 39-40). Estimates for Non-SIS Transit Discretionary are provided at the FDOT Districtwide level in **Table 14**.

**Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of \$)**

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1	\$18.53	\$30.59	\$35.95	\$36.59	\$73.76	\$195.41
District 2	\$18.80	\$36.23	\$39.99	\$40.49	\$81.45	\$216.95
District 3	\$22.54	\$26.38	\$35.28	\$35.52	\$71.27	\$191.00
District 4	\$30.98	\$110.40	\$102.64	\$103.85	\$208.83	\$556.70
District 5	\$32.79	\$32.30	\$47.26	\$47.83	\$96.18	\$256.37
District 6	\$38.57	\$30.10	\$51.78	\$53.79	\$109.44	\$283.68
District 7	\$10.47	\$37.79	\$35.01	\$35.41	\$71.19	\$189.87
Central Office	\$210.59	\$499.93	\$524.11	\$536.31	\$1,083.86	\$2,854.81
<b>Statewide Total</b>	<b>\$383.26</b>	<b>\$803.73</b>	<b>\$872.02</b>	<b>\$889.80</b>	<b>\$1,795.97</b>	<b>\$4,744.78</b>

For the districtwide estimates, FDOT identified programmed funds for Non-SIS Transit Discretionary. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities in regional transportation areas identified and prioritized by regional partners. TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. TRIP's funding source is a percentage of documentary stamp funds and a portion of the Motor Vehicle License fees. It will fund up to 50 percent of the project cost. TRIP estimates are provided at the Districtwide level in **Table 15**.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as "illustrative projects" in its plan along with, at a minimum, the following information:

- ✓ Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- ✓ Description of the project and estimated costs;
- ✓ Assumptions related to the share and amount of district TRIP funding for the project; and
- ✓ Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local).

MPOs should work with their FDOT District Liaison in developing and documenting this information.



**Table 15. Districtwide Revenue Estimate for TRIP (Millions of \$)**

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1	\$16.66	\$34.52	\$37.60	\$39.30	\$80.17	\$208.26
District 2	\$9.59	\$26.66	\$29.04	\$30.35	\$61.92	\$157.56
District 3	\$7.80	\$17.33	\$18.87	\$19.73	\$40.25	\$103.98
District 4	\$23.49	\$42.35	\$46.12	\$48.22	\$98.36	\$258.55
District 5	\$10.78	\$41.12	\$55.14	\$57.64	\$117.58	\$282.27
District 6	\$20.89	\$27.76	\$30.23	\$31.60	\$64.47	\$174.95
District 7	\$4.26	\$31.52	\$32.39	\$33.86	\$69.07	\$171.10
<b>Statewide Total</b>	<b>\$93.48</b>	<b>\$221.27</b>	<b>\$249.39</b>	<b>\$260.70</b>	<b>\$531.82</b>	<b>\$1,356.66</b>

For the districtwide estimates, FDOT identified state programmed funds for TRIP. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### NON-CAPACITY PROGRAMS – HIGHWAY SAFETY IMPROVEMENT PROGRAM

The FDOT Safety Office manages the Federal Highway Administration (FHWA) engineering safety program which is funded via the Highway Safety Improvement Program (HSIP). The HSIP addresses low cost (typically \$1,000,000 or less) short-term safety projects that correct specific traffic crash problems involving fatal and serious injury crashes. This program is applicable to all public roads except Turnpike Enterprise. In prior years, the total HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023/24, these safety allocations will be district managed and distributed based on statutory formula. New projects will be reviewed in accordance with the funding approved eligibility requirements and should be submitted to the State Safety Engineer. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source and document this information. The HSIP estimate are provided at the Districtwide level in **Table 16**.

**Table 16. Districtwide Revenue Estimate for HSIP (Millions of \$)**

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1	\$45.77	\$78.09	\$74.69	\$74.69	\$149.39	\$422.63
District 2	\$43.87	\$60.83	\$58.99	\$58.99	\$117.98	\$340.66
District 3	\$32.20	\$39.97	\$38.46	\$38.46	\$76.91	\$226.00
District 4	\$53.85	\$94.90	\$91.03	\$91.03	\$182.05	\$512.86
District 5	\$57.55	\$113.26	\$107.84	\$107.84	\$215.68	\$602.18
District 6	\$34.02	\$63.86	\$61.58	\$61.58	\$123.16	\$344.19
District 7	\$38.73	\$78.79	\$75.49	\$75.49	\$150.99	\$419.50
<b>Statewide Total</b>	<b>\$305.98</b>	<b>\$529.70</b>	<b>\$508.08</b>	<b>\$508.08</b>	<b>\$1,016.16</b>	<b>\$2,868.01</b>

For the districtwide estimate, FDOT identified the federal and state programmed funds for HSIP. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### NON-CAPACITY PROGRAMS – RESURFACING, BRIDGE, AND OPERATIONS & MAINTENANCE

A forecast for resurfacing, bridge, operations and maintenance is provided at the Districtwide level in **Table 17**. Consistent with MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain the State Highway System at the District level. The statewide estimates for these non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas, accomplishes the goal of ensuring that sufficient funding will be available to operate and maintain the overall state transportation system. FDOT provides these estimates in the Revenue Forecast. FDOT also includes statewide funding for these which reconcile to the districtwide amounts.

**Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of \$)**

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1	\$767.92	\$2,395.68	\$2,215.85	\$2,268.67	\$4,585.95	\$12,234.06
District 2	\$938.41	\$2,721.01	\$2,581.38	\$2,671.67	\$5,426.42	\$14,338.89
District 3	\$923.87	\$1,774.58	\$1,789.57	\$1,837.48	\$3,719.07	\$10,044.57
District 4	\$640.42	\$1,645.68	\$1,483.40	\$1,537.82	\$3,125.74	\$8,433.06
District 5	\$871.49	\$2,278.07	\$2,322.50	\$2,390.11	\$4,842.43	\$12,704.59
District 6	\$445.20	\$1,447.62	\$1,559.62	\$1,611.17	\$3,269.79	\$8,333.41
District 7	\$540.24	\$1,304.58	\$1,265.67	\$1,309.33	\$2,658.83	\$7,078.65
Central Office Districts	\$245.60	\$1,846.81	\$2,304.19	\$2,329.83	\$4,683.27	\$11,409.70
O&M Operating	\$648.87	\$1,835.85	\$1,992.64	\$2,079.85	\$4,239.96	\$10,797.17
<b>Statewide Total</b>	<b>\$6,022.03</b>	<b>\$17,249.87</b>	<b>\$17,514.80</b>	<b>\$18,035.94</b>	<b>\$36,551.47</b>	<b>\$95,374.12</b>

*Note: Includes only resurfacing, bridge, and operations & maintenance programs.*

For the districtwide estimate, FDOT identified the federal and state programmed funds for resurfacing, bridge, operations and maintenance. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

## *REVENUE ESTIMATES REPORTED AT THE MPO LEVEL*

The approach for MPO level estimates are provided in this section. Revenue estimates by certain federal and state programs are reported for each MPO, as applicable, including:

- ✓ STBG – TMA MPOs,
- ✓ TA – TMA MPOs,
- ✓ CRP – TMA MPOs,
- ✓ State Highway System (non-SIS) – TMA MPOs,
- ✓ Other Roads (non-SIS, non-SHS), and
- ✓ Non-SIS Transit (excluding Florida New Starts and Transit discretionary)

The MPOs lead in the identification of planned projects funded by these programs. MPOs should use the total funds estimated for these programs to plan for the mix of highway and public transportation improvements that best meets the needs of their metropolitan areas. The boundary for five MPOs (Florida-Alabama TPO, Okaloosa-Walton TPO, Gainesville MTPO, River to Sea TPO, and Indian River County MPO) do not match to County boundaries, which is the lowest level of geography at the PRP level. These MPOs should work with their FDOT District MPO Liaison to adjust the projected county level estimates to MPO specific estimates.

Overall, MPO estimates are summarized into five year time bands and a final 10-year time band. For planning purposes, there is some flexibility for the estimates in these time periods (e.g., within 10 percent of the funds estimated for that period). However, for the LRTP to be fiscally constrained, it is required that the total cost of all phases of planned projects for the entire forecast period not exceed the revenue estimates for each element or component of the plan.

## **TRANSPORTATION MANAGEMENT AREAS**

MPO level estimates for STBG, TA, and CRP are shown for MPO's where all or part of their boundary includes a federally designated TMA. TMAs are defined by USDOT as an urban area with a population of over 200,000. MPOs that have a TMA within their boundary are provided with estimates of TMA funds. As a result of the 2020 US Census, three additional areas in Florida have populations over 200,000 including Navarre-Miramar Beach-Destin Urban Area, Gainesville Urban Area, and the Deltona Urban Area. As of the date of this handbook, FHWA has not officially designated these areas as TMAs however, in anticipation of their likely designation, this revenue forecast provided estimates for these areas as TMAs given their population amounts. Currently, 15 TMAs involving 18 of Florida's MPOs qualify for these funds. For the purposes of this revenue forecast, STBG, TA, and CRP have been distributed among 18 TMAs involving 20 MPOs.

Three TMAs (Miami-Ft. Lauderdale Urban Area, Tampa-St. Petersburg Urban Area, and Port St. Lucie Urban Area) have more than one MPO in their boundary. These MPOs should consult with their FDOT



District to suballocate the funds accordingly. Two MPOs (MetroPlan Orlando and Polk TPO) have more than one TMA in their boundary and will receive an allocation for each TMA area. A third MPO (River to Sea TPO) has more than one TMA in their boundary when considering the inclusion of the new urban areas based on the 2020 US Census and will also receive an allocation for each TMA.

MPOs should perform a thorough analysis of how TMA funds will be reflected in their long range plan. They should consult with FDOT district staff to allocate the funds accordingly. Consideration should be given to:

- ✓ Programmed use of TMA funds among the various categories in the FDOT revenue forecast. These include SIS-all modes, SHS (non-SIS), transit, and product support (e.g., planning, PD&E studies, engineering, design, construction inspection).
- ✓ Planned use of TMA funds based on current policies through the long range plan horizon year with sufficient documentation.
- ✓ Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds and estimates of TMA funds planned for each major program and time period.

### SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 18**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for STBG funding that can be used in any area of the state which is shown in the STBG Districtwide Tables on pages 22-23.

**Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of \$) – Example Table**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
FEDERAL						

STBG (SU, in TMA with  
population > 200K)

MPO estimates are provided in Appendix G.

For the MPO estimate, FDOT identified the federal programmed funds for STBG-TMA MPOs (also called SU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for SU funds was distributed by percent of 2020 US Census



population amounts for Florida's TMAs (including the three new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 19**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for TA funding that can be used in any area of the state which is shown in the TA Districtwide Tables on pages 24-25.

**Table 19. TMA MPO Level Revenue Estimate for TA (Millions of \$) – Example Table**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
FEDERAL						

TA (TALU, in TMA with  
population > 200K)

MPO estimates provided in Appendix G.

For the MPO estimate, FDOT identified the federal programmed funds for TA set aside-TMA MPOs (also called TALU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for TALU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 20**). Areas under 200,000 are excluded

because they are shown in the Districtwide section earlier in the handbook. TMA MPOs should consult with their District Liaison for CRP funding that can be used in any area of the state which is shown in the CRP Districtwide Tables on pages 26-27.

**Table 20. TMA MPO Level Estimate for CRP (Millions of \$) – Example Table**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	2024/25- 2049/50
FEDERAL						

CAR (CARU, in TMA with  
population > 200K)

MPO estimates provided in Appendix G.

For the MPO estimate, FDOT identified the federal programmed funds for CRP-TMA MPOs (also called CARU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for CARU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. These estimates are provided at the MPO level only for MPOs in a federally designated TMA ((example shown in **Table 21**). Non-TMA MPOs should work with their district to determine their share of these types of funds as described in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook.

**Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$) – Example Table**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	2024/25- 2049/50

SHS (non-SIS, in TMA)

MPO estimates provided in Appendix G.

For the MPO estimate, FDOT identified the state programmed SHS/non-SIS funds for TMA MPO counties (including the new TMAs). Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. These state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). These estimates are reported for each MPO as applicable (example shown in **Table 22**).

**Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)  
– Example Table**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	2024/25- 2049/50

Other Roads  
(non-SIS/non-SHS)

MPO estimates provided in Appendix G.

For the MPO estimate, FDOT identified the federal and state programmed funds for Other Roads. Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for MPO counties. The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. The federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are state funds for technical and operating/capital assistance to transit, paratransit, and commuter assistance programs. These estimates are reported for each MPO, as applicable (example shown in **Table 23**). These transit program estimates are determined based on formula according to county population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also should work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the “flexible” funds from FDOT including SHS (non-SIS), Other Roads (non-SIS, non-SHS), and Transit programs; federal and local transit operating assistance; and other funds from local or private sector sources that have been identified as reasonably available.



**Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of \$) – Example Table**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	2024/25- 2049/50

Transit Formula

MPO estimates provided in Appendix G.

For the MPO estimate, FDOT identified the federal and state programmed funds for non-SIS Transit-formula. Once programmed funds were determined by county, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

### PRELIMINARY ENGINEERING (PE) ESTIMATES

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and roadway and structures design.

FDOT has included sufficient funding for these and other Product Support activities to produce the construction levels in the 2050 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2050 SIS CFP. For projects funded with the revenue estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS), MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. MPOs should document these assumptions.

For example, if the estimate for construction in a 5-year period is \$10 million, the MPO can assume that an additional \$2.2 million will be available for PD&E and Design in the 5-year period from FDOT Product Support estimates. However, surplus funds, which may not be needed for PD&E and Design, cannot be transferred to other projects. If planned PD&E and Design phases use TMA funds, the amounts should be part of (not in addition to) estimates of TMA funds provided to MPOs.

FDOT encourages MPOs to combine PD&E and Design phases into Preliminary Engineering in LRTP documentation. Boxed funds can be used to finance Preliminary Engineering; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., Preliminary Engineering for projects in Fiscal Years 2027/28-2049/50).



## PREPARING, DELIVERING, AND USING THE MPO REVENUE FORECAST REPORT

An MPO specific forecast will be provided to each MPO for use in their 2050 LRTP.

### *PREPARING THE MPO REVENUE FORECAST REPORT*

When the revenue forecast was complete, the CO Revenue Team prepared a report for each MPO summarizing the statewide and districtwide tables and detailing the MPO specific tables. An individual report was completed for all 27 MPOs. The brief report should be used in developing the MPOs financial plan and documented in their LRTP.

### *DELIVERING THE MPO REVENUE FORECAST REPORT*

The overall revenue forecast was presented to the MPOAC at the April 2023 Quarterly Meeting. At that time, each MPO was provided a printed copy of their revenue forecast. An electronic version of the revenue forecast was provided to each MPO following the MPOAC meeting.

### *USING THE MPO REVENUE FORECAST REPORT*

The following points should be considered when using the revenue forecast:

- ✓ It has not historically been, nor is it current, FDOT policy to forecast estimates for specific fund codes in the Revenue Forecast given the long-range nature of the estimates.
- ✓ When developing long range plans, MPOs are not legally required to use the same terminology used by FDOT such as *SHS/non-SIS* or *Other Roads*. However, MPOs should identify the MPO estimates used from the forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.
- ✓ The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.
- ✓ The estimates can be used to fund planned capacity improvements to major elements of the transportation system (most notably highways and transit). The reports include statewide funding estimates and objectives for non-capacity programs.

*The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.*

## APPENDIX A: REVENUE FORECAST TIMELINE

		EXTERNAL COORDINATION	INTERNAL COORDINATION	PROCESS
2021	October			• Kick off meeting
	November	• MPO Working Group Meeting	• FDOT Working Group Meeting	• Develop draft approach and conceptual framework for revenue forecast
	December	• MPO Working Group Meeting	• FDOT Working Group Meeting	
2022	January	• MPO Working Group Meeting • Draft conceptual framework for reporting estimates to MPOAC	• FDOT Working Group Meeting	• Develop financial guidelines and table templates
	February		• FDOT Working Group Meeting	
	March		• FDOT Working Group Meeting	
	April	• MPO Working Group Meeting • Draft financial guidelines and table templates for estimates to MPOAC	• FDOT Working Group Meeting	• Develop and test the processes and procedures for district and MPO level forecasts
	May			
	June	• MPO Working Group Meeting	• FDOT Working Group Meeting	
	July	• Provide update on revenue forecast to MPOAC		
	August			
	September			
	October	• MPO Working Group Meeting • Provide update on revenue forecast to MPOAC	• FDOT Working Group Meeting	
	November			
	December			
2023	January	• Provide update on revenue forecast to MPOAC		• Prepare final revenue forecast using tested processes and procedures
	February			
	March		• Receive March 2023 financial snapshot	
	April	• MPO Working Group Meeting • Present revenue forecast to MPOAC	• FDOT Working Group Meeting	• Follow up, as needed, with Districts for clarifications, information, questions, and/or other assistance
	May – July	• Distribute final revenue forecast to MPOs • Ongoing coordination with FDOT Districts and MPOs		

## APPENDIX B: PROJECT FUNDING ELIGIBILITY

This appendix provides guidelines for the types of planned projects and programs that are eligible for funding with revenues estimated in the forecast. MPO plan updates that incorporate the information from this revenue forecast should be consistent with these guidelines. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements.

The 2050 Revenue Forecast includes all state transportation activities funded by federal and state revenues that "flow through" the Five-year Work Program. The starting point of this forecast is the PRP. The PRP addresses over 60 programs or subprograms.

The following are explanations of the types of projects, programs, and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2050 Revenue Forecast.

### FUNDING ELIGIBILITY FOR CAPACITY PROGRAMS

#### STATE HIGHWAY SYSTEM

The State Highway System (SHS) is a network of 12,121 centerline miles of highways owned and maintained by the state or state-created authorities. Major elements of the SHS include the Interstate, Arterial Highways, Florida's Turnpike, and other toll facilities operated by transportation authorities.

Projects on the SHS include construction, addition or improvement of lanes, interchanges, entry/exit ramps, feeder roads, toll collection facilities, and motorist service facilities which are on or planned to be on the SHS. The SHS includes both Strategic Intermodal System (SIS) and non-SIS highways.

#### STRATEGIC INTERMODAL SYSTEM (SIS)

The SIS was created by the Florida Legislature in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The SIS, including Strategic Growth facilities, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The SIS is the state's highest priority for transportation capacity investments.

FDOT, in coordination with the Districts and MPOs, leads in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and provides detailed information to MPOs. The SIS 2<sup>nd</sup> Five Year Plan, 2050 SIS CFP, Multimodal Unfunded Needs Plan, and MPO L RTPs consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period.

MPO plans and programs for SIS highways should be consistent with the 2050 SIS CFP, as provided to each MPO. Funding associated with aviation, rail, seaport development, and intermodal access is listed in the CFP under the designation of “modal reserves”. Modal reserves are identified funding amounts available for each mode for specific projects that will be identified and selected in the future. Capacity improvement projects eligible for funding include:

- ✓ Construction of additional lanes
- ✓ The capacity improvement component of interchange modifications
- ✓ New interchanges
- ✓ Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles
- ✓ Bridge replacement with increased capacity
- ✓ Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems
- ✓ The preferred alternative defined by an approved multi-modal interstate master plan
- ✓ Weigh-in-motion stations
- ✓ Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development
- ✓ New weigh stations and rest areas on the interstate

## *OTHER ROADS*

The primary purpose of this program is to fund improvements on facilities that are not part of the State Highway System (SHS) and are not designated as SIS. Projects and programs eligible for funding include:

- ✓ Construction and improvement projects that:
  - Add capacity;
  - Improve highway geometry;
  - Provide grade separations; and
  - Improve turning movements through signalization improvements and storage capacity within turn lanes.
- ✓ Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;



- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Separate estimates of funds from this program are prepared and may be used on local government roads that meet federal eligibility criteria (i.e., off-state system). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements. Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the area, the District and the state.

The following activities are not eligible for funding from the Other Roads program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation below), and land acquisition for railroad corridors (see Rail below).

## AVIATION

The aviation program provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access, and economic enhancement. Matching funds assist local governments and airport authorities in planning, designing, purchasing, constructing, and maintaining publicly owned public use aviation facilities. All projects must be consistent with the role and function for each airport as defined by the Florida Aviation System Plan and the current airport layout plan (ALP) approved by FDOT. These types of projects include public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and preliminary engineering. Projects related to SIS airports must align with [SIS Funding Eligibility Guidance](#).

## SPACEPORTS

The spaceport program provides support in the development of spaceports and related transportation facilities coordinating with airports and spaceports and fostering interagency efforts to improve space transportation capacity and efficiency. Funding is used to assist Space Florida with projects that improve aerospace transportation facilities in Florida. Florida Statutes specify funding to "investment projects" or "spaceport discretionary capacity improvement projects" if important access and on-spaceport and commercial launch facility capacity improvements are provided; capital improvements that strategically position the state to maximize opportunities in international trade are achieved; goals of an integrated



intermodal transportation system for the state are achieved; and feasibility and availability of matching funds through federal, local, or private partners are demonstrated. Projects related to SIS spaceports must align with [SIS Funding Eligibility Guidance](#).

## *RAIL*

The rail program includes financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, recommendations regarding the acquisition and rehabilitation of rail facilities, and assistance for developing intercity rail passenger service or commuter rail service. Types of projects include technical assistance, public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and intermodal hub capacity. Projects and programs eligible for funding include:

- ✓ Financial and technical assistance for intermodal projects;
- ✓ Rail safety inspections;
- ✓ Regulation of railroad operations and rail/highway crossings;
- ✓ Identification of abandoned rail corridors;
- ✓ Recommendations regarding the acquisition and rehabilitation of rail facilities; and
- ✓ Assistance for developing intercity rail passenger service or commuter rail service.

Projects related to SIS rail corridors must align with [SIS Funding Eligibility Guidance](#).

## *INTERMODAL ACCESS*

The Intermodal Access Program includes access to intermodal facilities, the acquisition of right-of-way, and other capital improvements that enhance the movement of people and goods. It improves surface transportation access to seaports and airports. Projects and programs eligible for funding include:

- ✓ Intermodal studies (feasibility, preliminary design and engineering);
- ✓ Fixed guide-way systems;
- ✓ Capacity road and capacity rail projects that are designed to terminate at major modal facilities (airports, seaports, railroad and transit terminals, etc.);
- ✓ Intermodal and multi-modal transportation terminals;
- ✓ Development of dedicated bus lanes;
- ✓ Private or public projects facilitating the intermodal movement of people and goods; and
- ✓ Joint projects involving private carriers or facility operators are eligible provided a demonstrable public benefit will result from the intermodal project.

## *SEAPORT DEVELOPMENT (INCLUDING WATERWAYS)*

The Seaport Development Program provides funding for the development of public deep-water seaport infrastructure to support the handling and processing of cargoes and passengers and the accommodation of seagoing vessels. A variety of grant funding programs support a wide variety of projects including waterway dredging, construction of storage facilities, wharves and terminals, and acquisition of cranes and other equipment used in moving cargo and passengers. Some programs also provide funding for such projects as security infrastructure and land acquisition. Projects related to SIS seaports must align with [SIS Funding Eligibility Guidance](#).

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs.

## *SUN TRAIL*

The Florida Shared-Use Nonmotorized (SUN) Trail program authorizes FDOT to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) plan.

FDOT will advance the development of the SUN Trail network by programming funds through a two tier funding structure. The first tier funds the top two regional trail systems identified by the Florida Greenways and Trails Council. These are the Coast to Coast Trail and the St. Johns River-to-Sea Loop. The second tier funds individual trail segments that close gaps in the SUN Trail network. FDOT will work with partners to advance the SUN Trail network by improving interregional connectivity of the paved multi-use trail system, for bicyclists and pedestrians physically separated from vehicular traffic to ensure the network functions as a transportation system rather than standalone trails.

To receive consideration for SUN Trail funding FDOT must receive a completed “request for funding” with applicable project information including required signatures by the announced deadline through the Grant Application Program (GAP-online system). Projects must satisfy the following minimum eligibility criteria requirements:

- ✓ The project must be planned to be developed as a paved multi-use trail within the SUN Trail network, which is aligned to the Florida Greenways and Trails System Plan (FGTS) priority land trail network;
- ✓ Documentation must be provided that the project is identified as a priority by the applicable jurisdiction;
- ✓ If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be an MPO priority.

- ✓ For areas outside of MPO boundaries, the project must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal, or the state managing agency.
- ✓ Documentation must be provided that a non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager).
- ✓ Documentation must be provided that the project is consistent with the applicable comprehensive plan(s), transportation plan(s) or the long-term management plan(s).

SUN Trail projects from the FDOT Work Program should be included in MPO TIPs to advance. As such, these TIP projects would also need to be in the LRTP. MPOs may wish to include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. Finally, MPOs may wish to highlight planned connections with SUN Trail stemming from other Bike/Ped projects, or from projects of any mode.

## TRANSIT

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- ✓ Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program.

*Note: For this program, state participation is limited to 50 percent of the non-federal share of capital costs and up to 50 percent of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient's allocation may be supplemented by the State if (1) requested by the MPO, (2) concurrence by FDOT, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15 percent of Block Grant Program funds for distribution to Community Transportation Coordinators.*

- ✓ Service Development projects, which are demonstration projects that can receive initial funding from the state.

*Note: For these projects, Up to 50 percent of the net project cost can be provided by the state. Up to 100 percent can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years)*

- ✓ Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor.
- ✓ Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy.

- ✓ Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.
- ✓ Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the Florida New Starts Transit Program.

## FUNDING ELIGIBILITY FOR NON-CAPACITY PROGRAMS

Statewide estimates for all state non-capacity programs are an integral part of the 2050 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2050. These objectives will be met in each area, so it was not necessary to develop MPO estimates for these programs. Neither FDOT nor the MPOs need to identify projects for these programs. However, pursuant to an agreement between FDOT and the FHWA Division Office, FDOT has provided district-level estimates of existing facilities costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans.

### SAFETY

Safety issues touch every area of the state transportation program. Specific safety improvement projects and sub-programs in this major program address mitigation of safety hazards that are not included in other major programs. Projects and programs eligible for funding include:

- ✓ Highway safety improvements at locations that have exhibited a history of high crash frequencies or have been identified as having significant roadside hazards;
- ✓ Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- ✓ Promotion of bicycle and pedestrian safety and vulnerable road users, including programs for public awareness, education and training.

### RESURFACING

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces. Projects and programs eligible for funding include:

- ✓ Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- ✓ Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- ✓ Periodic resurfacing of other public roads, consistent with federal funding criteria and FDOT and MPO programming priorities.



## *BRIDGE*

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by federal and state criteria. Projects and programs eligible for funding include:

- ✓ Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- ✓ Replacement of structurally deficient bridges on the SHS (Note: The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from SIS, SHS (non-SIS), Other Roads (non-SIS, non-SHS), and/or right-of-way major programs);
- ✓ Replacement of bridges which require structural repair but are more cost effective to replace;
- ✓ Construction of new bridges on the SHS;
- ✓ Replacement of structurally deficient bridges off the SHS but on the federal-aid highway system, subject to federal and state policies and eligibility criteria; and
- ✓ Replacement of structurally deficient bridges off the federal-aid highway system, subject to federal and state policies and eligibility criteria.

## *PRODUCT SUPPORT*

Planning and engineering activities are required to produce the products and services described in the major programs discussed above. These are functions performed by FDOT staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- ✓ Preliminary engineering (related to location engineering and design);
- ✓ Construction engineering inspection for highway and bridge construction;
- ✓ Right-of-way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- ✓ Environmental mitigation of impacts of transportation projects on wetlands;
- ✓ Materials testing and research; and
- ✓ Planning and Public Transportation Operations support activities.

## *OPERATIONS & MAINTENANCE*

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed. Scheduled major repairs such as resurfacing and bridge replacement are not part of



operations and maintenance. They are included in the Resurfacing and Bridge programs, respectively. Functions eligible for funding include:

- ✓ Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- ✓ Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;
- ✓ Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- ✓ Enforcement of laws and FDOT rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

## *ADMINISTRATION*

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- ✓ Resources necessary to manage FDOT in the attainment of goals and objectives;
- ✓ Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- ✓ Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- ✓ Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- ✓ Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

## APPENDIX C: OTHER TRANSPORTATION REVENUE SOURCES

Local government revenues such as taxes and fees; federal funds distributed directly to local governments; and local or regional tolls play a critical role in providing transportation services and facilities. FDOT does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer* and the *Local Government Financial Information Handbook*. The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources, and the development of long range estimates.

### CURRENT REVENUE SOURCES

MPOs should consider sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources potentially available to MPOs in the development of their LRTP.

#### LOCAL GOVERNMENT TAXES AND FEES

Local government sources include those that are dedicated for transportation purposes. In many areas these are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff will have information on recent revenue levels, uses of funds, and trends.

#### STATE IMPOSED MOTOR FUEL TAXES

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: Constitutional Fuel Tax (2 cents); County Fuel Tax (1 cent); and Municipal Fuel Tax (1 cent). Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by tax proceeds. The remainder is credited to the counties' transportation trust funds. County Fuel Tax receipts are distributed directly to counties. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria.

The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the *Local Government Financial Information Handbook*.

## LOCAL OPTION MOTOR FUEL TAXES

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the Local Government Financial Information Handbook.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote (majority plus one) of its board of commissioners. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

## OTHER TRANSPORTATION-RELATED SOURCES

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among MPO areas.

## PROPERTY TAXES AND OTHER GENERAL REVENUE SOURCES

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. Sources, funding process, and eligible services vary widely among local governments. Local government financial staff have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

## DISCRETIONARY SALES SURTAXES

A Charter County and Regional Transportation System Surtax of up to 1 percent may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed guideway rapid transit systems,

including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

A Local Government Infrastructure Surtax of either 0.5 percent or 1 percent may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1 percent. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

### *ADDITIONAL FEDERAL REVENUES*

These are revenues from federal sources that are not included in the 2050 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

### *BOND PROCEEDS*

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities.

### *OTHER CURRENT SOURCES*

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.



## NEW REVENUE SOURCES

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's MPO areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- ✓ Authority (how sources are authorized in current state and/or local laws and ordinances);
- ✓ Estimates of proceeds through 2050;
- ✓ Reliability of the estimates (e.g., amount, consistency); and
- ✓ Likelihood that the source will become available (e.g., the probability that the proceeds will be available to fund improvements, considering issues such as previous state and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

### *OPTIONAL SOURCES AUTHORIZED BY CURRENT STATE LAW*

Communities in most MPO areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the Ninth-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

### *INNOVATIVE FINANCING SOURCES*

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific MPO area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

## DEVELOPMENT OF REVENUE ESTIMATES FOR OTHER TRANSPORTATION REVENUE SOURCES

MPOs should develop annual estimates through 2050 for each current or new revenue source. These annual estimates should be summarized into time bands similar to the state's revenue forecasts (e.g., 5 years) for consistency in the plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following.



### *HISTORICAL DATA*

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales) to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

### *ADJUSTMENTS FOR GROWTH RATES AND INFLATION FACTORS*

To be consistent with the FDOT revenue forecast, estimates of future revenue from other transportation sources should calculate the value of money in the “year of expenditure”. Appendix E provides information for adjusting revenue forecasts to “year of expenditure” dollars.

### *CONSTRAINTS ON THE USE OF REVENUES*

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

## APPENDIX D: TRANSPORTATION FINANCE TOOLS

MPOs are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing. Debt financing and funds to be paid back from future revenues should be analyzed carefully before deciding to use this type of funding for projects. There are tradeoffs between building a project earlier with debt financing than would otherwise be the case and these tradeoffs may come with increased costs from interest and other expenses required to finance projects this way.

Several of the sources or techniques below are available because of state and federal laws. Concurrence of FDOT, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with FDOT before including these sources and techniques in its long range plan.

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects is also included, although Turnpike Enterprise revenue is not included in this revenue forecast.

### FEDERAL/STATE TRANSPORTATION FINANCE TOOLS

Federal law allows several methods of transportation finance that provide opportunities to leverage federal transportation funds. Most of the tools can be applied in more than one state program. These tools are not identified separately in the Program and Resource Plan, but FDOT has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

#### *STATE INFRASTRUCTURE BANK (SIB)*

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the federal-funded SIB account (capitalized by federal money and matched with appropriate state funds as required by law); and the state-funded SIB account (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program Instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See <http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm>).

### *FLEXIBLE MATCH*

Federal law allows private funds, materials or assets (e.g., right-of-way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost item meeting eligibility standards and be within the project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

### *TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)*

Federal law authorizes the USDOT to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state departments of transportation, transit operators, special authorities, local governments, and private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

## **STATE TRANSPORTATION FINANCE TOOLS**

Florida law establishes several programs that allow the state, local governments, and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities and to assist with state economic development.

### *LOCAL FUND REIMBURSEMENT*

Local Fund Reimbursement (LFR) are local funds used to advance a project in the adopted Five-Year Work Program. Section 339.12, F.S., authorizes the local government reimbursement program. It allows projects in the adopted Five-Year Work Program to be advanced, subject to a statewide \$250 million cap on commitments. There are statutory exceptions to the \$250 million cap as described in the referenced statute.

Local entities provide the funding for specific projects in advance and will be reimbursed in the future. The reimbursement will come in the year the project was initially funded in the adopted Five-Year Work Program. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than scheduled in the Five-Year Work Program.

## FUTURE TOLL FACILITY PROJECTS IN MPO LONG RANGE TRANSPORTATION PLANS

FDOT and local expressway authorities engage in studies of the feasibility of new toll facilities or extensions of existing facilities. If an MPO desires to include future toll facility projects in its long range plan beyond those currently included in the 2050 SIS CFP, the MPO should coordinate with the District and, as appropriate, local authority staff to determine if these facilities should be included in the plan (possibly as illustrative projects). Items to be considered include:

- ✓ Local/regional support of elected officials and the public for the project;
- ✓ Environmental, socio-economic and related impacts of the project;
- ✓ Consistency with affected local comprehensive plans; and
- ✓ Economic feasibility of the project (costs, revenues, debt service coverage, value for money analysis which compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that public funds have been protected.)

FDOT's experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility i.e., urban versus suburban versus rural. However, each project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional considerations to MPOs that are interested in including future toll facility projects in their cost feasible long range plans:

- ✓ For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- ✓ For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs usually are higher in urban areas;
- ✓ For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than necessary to eventually cover total project cost.

For the purposes of the MPO long range transportation plan, MPOs should document the amount and availability of revenues from other sources expected to be available to finance the project cost. Other sources may potentially include local revenue sources, Other Roads (non-SIS/non-SHS) funds from the 2050 Revenue Forecast, and private sector contributions. FDOT encourages MPOs to consult with their District and, as appropriate, local authority for technical assistance in preparing early analyses for possible toll facilities in the cost feasible long range transportation plan.



## APPENDIX E: FORECAST CALCULATIONS FOR GROWTH AND INFLATION

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

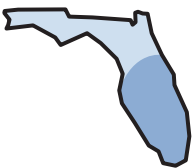
- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.
- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

### GROWTH RATES



FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. FDOT takes a conservative approach in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies. The zero percent growth rate is applied for all federal funds starting in 2027/28, the first year after the Five-Year Work Program.



FDOT calculates annual growth rates for state funds using information from the Revenue Estimating Conference (REC). The Office of Work Program and Budget receives the REC forecast for tax receipts and reviews it for use in the 10-year Program and Resource Plan (PRP). This is accomplished by using the last complete fiscal year reflecting actual amounts and the next nine fiscal year amounts based on the current REC (August 2022 for this revenue forecast). Beginning in the 'tenth' year of the PRP to the end of the forecast period, growth rates are calculated based on a rolling eight year average for fuel-, tourism-, and vehicle-related taxes as well as documentary stamp taxes. The August 2022 REC forecast projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with



current fuel efficient vehicles trends and the state of the economy as a whole. The growth rates are applied starting in 2027/28, the first year after the Five-Year Work Program. **Table 24** lists the growth rates for state funds from 2027/28 – 2049/50.

**Table 24. Growth Rates for 2027/28 – 2049/50**

YEAR	RATE	YEAR	RATE	YEAR	RATE	YEAR	RATE
2027/28	1.74%	2033/34	1.04%	2039/40	0.49%	2045/46	-0.03%
2028/29	1.65%	2034/35	0.97%	2040/41	0.40%	2046/47	-0.11%
2029/30	1.45%	2035/36	0.89%	2041/42	0.31%	2047/48	-0.19%
2030/31	1.49%	2036/37	0.81%	2042/43	0.23%	2048/49	-0.26%
2031/32	1.51%	2037/38	0.72%	2043/44	0.14%	2049/50	-0.33%
2032/33	1.11%	2038/39	0.61%	2044/45	0.05%		

## INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from “present day cost” dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT’s forecast to YOE dollars. The inflation multipliers shown below are based on FDOT’s inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

## INFLATION FACTORS BY TIME BAND

**Table 25** provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

**Table 25. Inflation Factors By Time Bands**

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC \$	PROJECT COST IN 2023/24 PDC \$	PROJECT COST IN 2024/25 PDC \$
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

## USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

$$\text{YOE dollars} = \text{2022/23 dollars} \times \text{2023 PDC multiplier for 2025/26-2029/30 time band}$$

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at \$30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply \$30,000,000 by 1.16 for a YOE amount of \$34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$$\text{\$34,800,000} = \text{\$30,000,000} \times 1.16$$

## INFLATION FACTORS BY INDIVIDUAL YEAR

**Table 26** provides MPOs with the annual multipliers to convert project costs to YOE dollars.

**Table 26. Multiplier By Inflation Factors For Individual Year**

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

## USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26**.

$$\text{YOE dollars} = \text{2022/23 PDC dollars} \times \text{Multiplier for 2026/27 Fiscal Year}$$

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at \$20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply \$20,100,000 times 1.123 for a YOE amount of \$22,572,300.

$$\text{\$22,572,300} = \text{\$20,100,000} \times 1.123$$

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

## RELATIONSHIP OF CONSTRUCTION AND ROW COSTS

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FDOT has experienced extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1990/91-1991/92, District right-of-way programs have ranged from as low as 4 percent of construction costs to more than 30 percent and, in rare instances, have exceeded construction costs. MPOs should work with their District liaison for more information on right-of-way costs.

The 2050 Revenue Forecast contains estimates for combined construction and right-of-way funding. For planned construction projects, MPOs are requested to work with District staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the District to estimate right-of-way costs. For example, if the estimated construction cost of a project is \$40 million and the District has established a right-of-way/construction ratio of 25 percent, then the total cost for construction and right-of-way is \$50 million (\$40 million + \$10 million).

## APPENDIX F: GLOSSARY

**Capacity Programs:** Major FDOT programs that expand the throughput of people and freight on a facility.

**Carbon Reduction Program:** Federal-aid funding program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

**Charter County and Regional Transportation Surtax:** A local discretionary sales tax that allows each charter county with an adopted charter, each county with consolidated government of one or more municipalities, and each county that is within or under an interlocal agreement with a regional transportation or transit authority created under Ch. 343 or 349, F.S., to levy at a rate of up to 1 percent. Generally, the tax proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.

**Constitutional Fuel Tax:** A state tax of two cents per gallon of motor fuel. The first call on the proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds.

**Cost Feasible Plan (CFP):** A phased plan of transportation improvements that is based on (and constrained by) estimates of future revenues. For this purpose, the CFPs are the projects that make up the 2050 LRTP and the SIS plans.

**County Fuel Tax:** A county tax of 1 cent per gallon. The proceeds are to be used by counties for transportation-related expenses, including the reduction of bonded indebtedness incurred for transportation purposes.

**Discretionary Sales Surtaxes:** These taxes include eight separate surtaxes, also known as local option sales taxes, are currently authorized in law and represent potential revenue sources for county governments generally. These surtaxes apply to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions, and other authorized transactions authorized pursuant to Ch. 212, Florida Statutes, and communications services as defined for purposes of Ch. 202, Florida Statutes. The total potential surtax rate varies from county to county depending on the particular surtaxes that can be levied in that jurisdiction.

**Documentary Stamp Tax:** This tax is levied on documents, as provided under Chapter 201, Florida Statutes. Documents subject to this tax include, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness.

**Florida's Turnpike Enterprise (FTE):** Florida's Turnpike Enterprise, which is part of FDOT, oversees a 483-mile system of limited-access toll highways.

**General Obligation Bonds:** A municipal bond backed by the credit and taxing power of the issuing jurisdiction rather than the revenue from a given project.



**Infrastructure Investment and Jobs Action (IIJA):** A reauthorization of federal legislation that provides \$973 billion in funding over five years from FFY 2022 through FFY 2026, including \$550 billion for new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband, and resiliency.

**Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA):** Legislative initiative by U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and placed an increased emphasis on public participation and transportation alternatives.

**Local Option Fuel Taxes:** County governments are authorized to levy up to 12 cents of local option fuel taxes in the form of three separate levies. The first is a tax of 1 cent on every net gallon of motor and diesel fuel sold within a county known as the Ninth-Cent Fuel Tax. The second is a tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold within a county. The third tax is a 1 to 5 cents levy upon every net gallon of motor fuel sold within a county, although diesel fuel is not subject to this tax. A local government may pledge any of its revenues from the tax to repay state bonds issued on its behalf and, in addition, may use these revenues to match state funds in a 50/50 ratio for projects on the State Highway System, or for other road projects which would alleviate congestion on the State Highway System.

**Long Range Transportation Plan (LRTP):** A long range, 20-year, strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies. For this document, LRTP is used generally to refer to an MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

**Metropolitan Planning Organization (MPO):** An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in urban areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions. For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

**Metropolitan Planning Organization Advisory Council (MPOAC):** A statewide organization created by the Florida Legislature to augment the role of the individual MPOs in the cooperative transportation planning process. The MPOAC assists the MPOs in carrying out the urban area transportation planning process by serving as the principal forum for collective policy decisions.

**Municipal Fuel Tax:** This one-cent fuel tax is one of the revenue sources that fund the Municipal Revenue Sharing Program. Municipalities must use the funds derived from this tax for transportation-related expenditures.

**New Starts Transit Program (Federal):** Federal-aid available for design and construction of new fixed-guideway or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).

**New Starts Transit Program (Florida):** Established by the 2005 Florida Legislature to assist local governments in developing and constructing fixed-guideway and bus rapid transit projects to accommodate and manage urban growth and development.

**Ninth-cent Fuel Tax:** A tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. The proceeds are used to fund specified transportation expenditures.

**Non-capacity programs:** FDOT programs designed to support, operate, and maintain the state transportation system including safety; resurfacing; bridge; product support; operations and maintenance; and administration.

**Off-System Facilities:** Facilities that are not on the State Highway System (SHS).

**Program and Resource Plan (PRP):** A 10-year plan that establishes financial and production targets for FDOT programs, thereby guiding program funding decisions to carry out the goals and objectives of the Florida Transportation Plan.

**Revenue:** Income received.

**Revenue Estimating Conference (REC):** The conference within Florida's statutorily required consensus estimating conference process that forecasts the classification of recurring and non-recurring revenues on a "cash" basis where revenues are assigned to the fiscal year in which they are likely to be received.

**Revenue Forecast:** An estimate of the value of money at the time it will be collected, reflecting future revenue. For this purpose, the revenue is forecast through 2050.

**Small County Outreach Program (SCOP):** A program to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads (Section 339.2818, Florida Statutes).

**State Highway System (SHS):** A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike System, other toll facilities operated by transportation authorities, and arterial highways.

**State Imposed Motor Fuel Taxes:** Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: the Constitutional Fuel Tax (2 cents); the County Fuel Tax (1 cent); and the Municipal Fuel Tax (1 cent).

**Statutory Formula:** Calculated as equal parts of population and motor fuel tax collections, per Section 339.135(4)(a)1, Florida Statutes.

**Strategic Intermodal System (SIS):** Florida's high priority transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

**Surface Transportation Block Grant (STBG) Program:** Federal-aid highway funding program with flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

**Transportation Alternatives (TA) Set-Aside:** Set-aside funds from STBG that provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

**Transportation Improvement Program (TIP):** Short-term (four years per federal requirement and five years per state requirement) plan of approved projects developed by an MPO for a jurisdiction that is fiscally constrained.

**Transportation Management Area (TMA):** Urban areas with a population over 200,000 are designated as Transportation Management Areas (TMAs). These areas are subject to special planning and programming requirements.

**Transportation Regional Incentive Program (TRIP):** Created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

**Work Program (Adopted):** The five-year listing of all transportation projects planned for each fiscal year by FDOT. The draft file is labeled *Tentative* (which is developed by the central FDOT office based on the District work programs) and the final file is labeled *Adopted* (adjusted for the legislatively approved budget for the first year of the program).

**Year of Expenditure Dollars:** Dollars that are adjusted for inflation from the present time to the expected year of construction.

# APPENDIX G: MPO REVENUE FORECAST REPORT

A 2050 Revenue Forecast report is provided for each MPO.

- ✓ Florida-Alabama TPO
- ✓ Okaloosa-Walton TPO
- ✓ Bay County TPO
- ✓ Capital Region TPA
- ✓ Gainesville MTPO
- ✓ North Florida TPO
- ✓ Ocala/Marion County TPO
- ✓ Hernando/Citrus MPO
- ✓ Lake-Sumter MP
- ✓ River to Sea TPO
- ✓ MetroPlan Orlando
- ✓ Space Coast TPO
- ✓ Pasco County MPO
- ✓ Forward Pinellas
- ✓ Hillsborough MPO
- ✓ Polk TPO
- ✓ Indian River County MPO
- ✓ Sarasota/Manatee MPO
- ✓ Heartland Regional TPO
- ✓ St. Lucie TPO
- ✓ **Martin MPO**
- ✓ Charlotte County-Punta Gorda MPO
- ✓ Lee County MPO
- ✓ Collier MPO
- ✓ Palm Beach TPA
- ✓ Broward MPO
- ✓ Miami-Dade TPO



## 2050 REVENUE FORECAST MARTIN MPO

The purpose of this revenue forecast is to provide the **Martin MPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

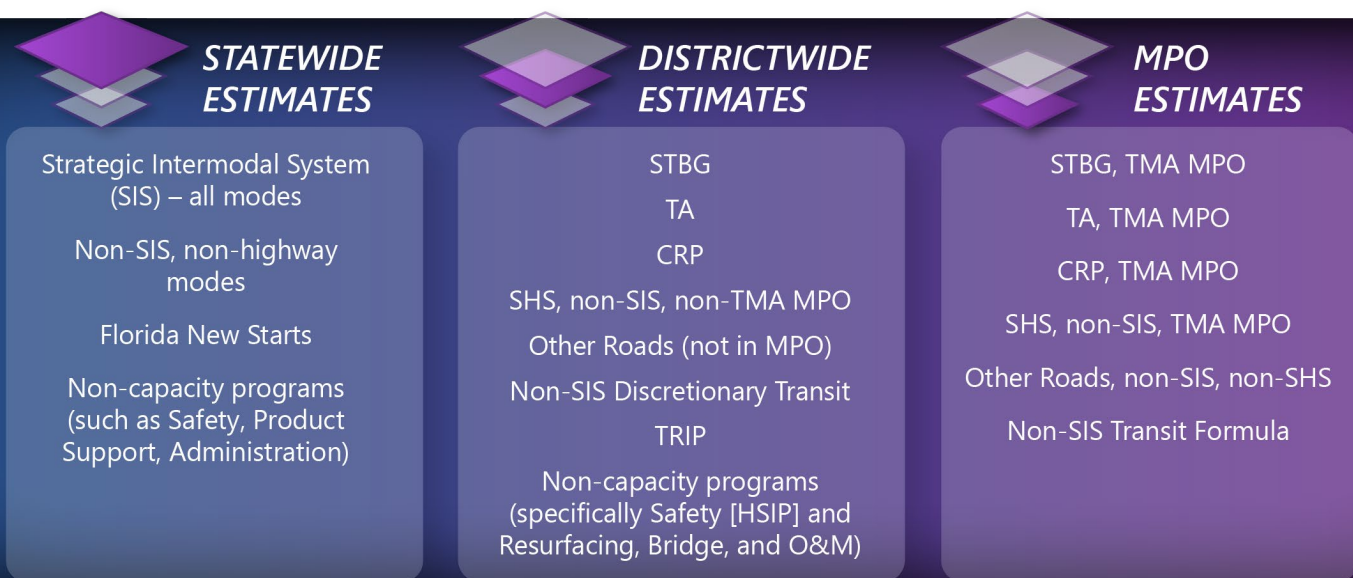
This document only provides forecasts for state and federal funds that “flow through” the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the [Turnpike Ten-year Finance Plan](#). In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

### REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

**Figure 1. Revenue Forecast Framework**





## *STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL*

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

## *DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT*

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

## METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

### SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 123** provides the estimate for the **Martin MPO**.

**Table 123. Martin MPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	\$4.56	\$9.19	\$8.99	\$8.99	\$17.98	\$49.71

### TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 124** provides the estimate for the **Martin MPO**.

**Table 124. Martin MPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
TA (TALU, in TMA with population > 200K)	\$0.76	\$1.64	\$1.64	\$1.64	\$3.28	\$8.97

### CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. **Table 125** provides the estimate for the **Martin MPO**.

**Table 125. Martin MPO – TMA MPO Level Estimate for CRP (Millions of \$)**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
CRP (CARU, in TMA with population > 200K)	\$0.73	\$1.36	\$1.36	\$1.36	\$2.73	\$7.54

### SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 126** provides the estimate for the **Martin MPO**.

**Table 126. Martin MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
SHS (non-SIS, in TMA)	\$-	\$5.91	\$5.67	\$5.90	\$12.00	\$29.49

### OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 127** provides the estimate for the **Martin MPO**.

**Table 127. Martin MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS)  
(Millions of \$)**

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	\$3.35	\$6.85	\$3.07	\$3.20	\$6.51	\$22.98

### NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

**Table 128** provides the estimate for the **Martin MPO**.

**Table 128. Martin MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula**

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	\$0.78	\$2.13	\$2.31	\$2.41	\$4.92	\$12.55





Strategic  
development

***FOR MORE INFORMATION:***

***Florida Department Of Transportation***

***Forecasting And Trends Office***

***[www.fdot.gov/planning/fto](http://www.fdot.gov/planning/fto)***

***Office Of Policy Planning***

***[www.fdot.gov/planning/policy](http://www.fdot.gov/planning/policy)***



**APPENDIX - 2: Florida FY21 FHWA/FTA Fiscal Constraint  
White Paper, June 2021**

# **Florida FY21 FHWA/FTA Fiscal Constraint White Paper**

Rev 06/28/21

FHWA and FTA have been working together with FDOT and the MPOs to make fiscal constraint of Long Range Transportation Plans (LRTP) more transparent by providing federal interpretation, expectation and suggested strategies for implementing federal fiscal constraint documentation requirements. This white paper compiles previous communication, summarizes these techniques, and provides additional clarification.

## **Showing Federal Funds in the 1<sup>st</sup> 10 years of the LRTP Summary Clarification:**

If MPOs identify the state and federal funds used for each project as a combined funding source, projects in the first ten years must be flagged or otherwise identified if federal funds are to be used on the project. This can be done with an asterisk for each federal project and footnote at the bottom, or a definition that all of the projects in the listing for “State/federal funds” will use a combination of state and federal funds.

## **Including the 1<sup>st</sup> 5 years in the LRTP Summary Clarification:**

The LRTP planning time period begins on the date of plan adoption, and the LRTP must include at least twenty years of projects and funding from the year beginning with the adoption date. TIPs are developed from the LRTP and expire when the new STIP is approved. A TIP referenced from the time of the LRTP adoption or including it in the LRTP appendix will therefore have no meaning after it expires, nor do these techniques allow for a cohesive financial plan that demonstrates fiscal constraint. The first 5 years of projects in the LRTP should be included with the projects for the remainder of the LRTP planning time period so as to provide a complete picture of the revenues and costs for the entire planning time period in a similar format with the rest of the projects. Consistent documentation is important to determining fiscal constraint. The first five years of projects must be included in the Cost Feasible LRTP and be included in the financial plan that compares costs to revenues by planning period to show how the plan can be implemented.

## **Assessment of Fiscal Constraint in the Financial Plan Summary Clarification:**

Not covered in the previous LRTP Expectations Letters is the topic of how the Financial Plan demonstrates LRTP implementation. FHWA/FTA use this, in part, to determine fiscal constraint. This topic is being initiated based on observed issues in recent certification reviews that have generated corrective actions. To demonstrate fiscal constraint, the financial plan must compare project costs with reasonably anticipated revenues for each planning time period (typically 5-year timeframes) to show that the plan can be implemented with the projected revenues. Fiscal constraint for a project means that all needed project phases can be implemented with the funding identified in the LRTP. A summary table that shows that revenues exceed project costs (including system level costs for operations and maintenance) for each planning timeframe increment is a simple way of demonstrating the results of the financial plan. As noted in the 2012 Expectations Letter, including system level operations and maintenance costs as a separate line item in the project costs table is an expected practice to ensure that these costs are considered as part of the financial plan for fiscal constraint.

## Showing Federal Funds in the 1<sup>st</sup> 10 years of the LRTP References

### 2008 Expectations Letter

Fiscal Constraint: Projects in Long Range Transportation Plans (LRTPs) are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. These estimates could reflect known costs of mitigation. The LRTP documentation of project costs will enable FHWA/FTA and FDOT to determine fiscal constraint of the document.

For a project to be included in the cost feasible plan, the cost of and source of funding for each phase being funded (including the PD&E phase) must be documented. The source of funds for the PD&E phase can be shown as “boxed funds” reserved for “PD&E” in a state or local revenue forecast (e.g., a percentage of state/federal “Product Support” funds estimated to be available during a 5-year planning period) or be individually assigned to each project. Boxed funds should also be reserved for the Final Design phase as well or be individually assigned to each project. A third option is to use boxed funds entitled “PD&E and Final Design”. Regardless of how the boxed funds are titled, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&E for projects in Years 2016-2020).

Please note that the FHWA guidance refers to Preliminary Engineering (PE). In most states this would include two of Florida phases: PD&E and Final Design. PD&E could also be referred to as “PE for NEPA”.

### 2012 Expectations Letter

Federal Revenue Sources: Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for the cost feasible projects. Projects within the first ten years of the Plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten year period, the specific federal funding notation is not expected. The project funding, however, must be clearly labeled as a combined Federal/State source in the Cost Feasible LRTP. (23 CFR 450.322(10)f(iii)) {Note: This is the citation reference as it was in 2012.}

### 2012 Expectations Letter Q&A

- FDOT Comment on Dec 2011 Draft Document: Page 3, Revenue Sources, last two sentences: Historically, FHWA, FDOT and Florida’s MPOs have agreed that estimates of state and federal funds “flowing through” FDOTs work programs should be combined to simplify MPO plan development and documentation. Documenting the separate amounts of project funding with state and federal funds yields no added value, but will yield added detail, planning costs, and documentation. The mix of state and federal funds on any given project can change repeatedly from adoption of the LRTP, inclusion in the TIP, and throughout the implementation of the project to best maximize available funds. It will not be productive to reconcile planning and programming documents repeatedly to reflect these changes. In response to an FDOT request for examples of LRTPs with breakdowns of state and federal funding for projects, FHWA provided four LRTPs, only one of which identified state and federal funds on a project basis and two of the example LRTPs showed no source of funding on a project basis. We believe such breakdowns add no value to the process or documentation.

*Federal Response: In order for FHWA to approve environmental documents, projects must either require some sort of federal action or be funded in some capacity with federal funds. If projects are not identified in the LRTP as using federal funds, there may be no basis to provide federal approval.*

*The need to break out state and federal funds for projects in the first 10 years of the LRTP helps to identify federally funded projects. Typically, the first 5 years are found in the TIP and this information should be readily available. Thus, the improvement to the transparency of the project funding would only apply to the additional 5 years (years 6 through 10) of the LRTP. This display is also part of demonstrating fiscal constraint, to show that the funds being used are appropriate and are an eligible use of the type of federal funds being applied to the project. If the state and MPOs recommend an alternative approach that satisfactorily addresses this issue, FHWA is open to considering other methods.*

- FDOT Comment on June 2012 Draft Document: Page 4, Revenue Sources: second paragraph: Specifies funding sources must be broken out to show federal, state, and local in the first ten years of the plan. Guessing the amount of project funding from state and federal sources will present misleading information to the public. The mix of funds changes repeatedly throughout the development and implementation of a project; this practice allows the state to maximize the use of federal funds.

*Federal Response: We recognize that revenues and costs in the LRTP are planning level estimates. Decimal accuracy is not the expectation at this stage of a project's development. However, we have revised this section to indicate that projects planned for the use of federal funds need to be clearly identified. If a project is initially flagged as having federal funds and federal funds are removed, this notation change can be made in the LRTP at the next regular LRTP update cycle. If a project is not initially flagged as having federal funds and federal funds are then added, this notation change can be made prior to the request for federal action or the next regular LRTP update cycle, whichever occurs first. In either situation, the notation change can be made by modification in accordance with the relevant MPO's written LRTP modification procedures.*

- FDOT Email Comment on November 2012 Draft Document: Page 4, last paragraph: "Beyond the first ten year period, federal and state participation on projects can be shown as a combined source, but must be clearly labeled as combined in the Cost Feasible LRTP." This seems to imply the first ten years of cost must be shown as separate Federal and State. FDOT agreed to an indication of Federal Funds, not a breakdown of sources for the first ten years.

*Federal Response: We agreed as well. We've revised the language to remove the confusion. "Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for the cost feasible projects. Projects within the first ten years of the Plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten year period, the specific federal funding notation is not expected. The project funding, however, must be clearly labeled as a combined Federal/State source in the Cost Feasible LRTP." We have found that the documentation of the combined sources is not always clearly labeled in current Cost Feasible Plans.*

#### 2018 Expectations Letter

N/A

#### 2018 Expectations Letter Q&A

N/A

## Current Laws

23 USC 134(i)(2)(C) FINANCIAL PLAN.—A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

## Current Regulations (Highlight added)

23 CFR 450.324(f)(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.



## Current Guidance

*Transportation Plan and Program Fiscal Constraint Review Questions, March 8, 2005*

<https://www.fhwa.dot.gov/planning/fscldrntntques.cfm>

*Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers, April 15, 2009*

<https://www.fhwa.dot.gov/planning/fscldrntntques.cfm>

### **Q13. When might cost bands be utilized in the financial plan for the metropolitan transportation plan?**

For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost bands, as long as the future funding sources necessary to pay for these costs are reasonably expected to be available to support the upper limit of the projected cost bands (23 CFR 450.322(f)(10)(v)).

Cost bands are useful where there is significant potential for uncertainty and risk. Some projects in the second 10-years of a metropolitan transportation plan might fall into this category, particularly larger projects. Risks and uncertainties may result from cost escalation (materials and labor), construction unknowns (unknown site conditions), uncertain environmental mitigation, unknown right-of-way needs, contractor risk and other causes. A cost band is a potential range of project costs that considers these and other risks and other potential uncertainties. A cost band can help convey the uncertainty of an estimate for a project and help educate other parties (such as the public and elected officials) who may not be intimately familiar with the project about cost variability. The use of cost bands in the second ten years of the metropolitan transportation plan can help avoid misleading the public or others with a false sense of precision.

The use of cost bands does not avoid the requirement to show fiscal constraint. Revenues necessary to meet the outer (upper) band of the cost band in the financial plan must be "reasonably expected to be available." All necessary financial resources from public and private sources that are reasonably expected to be available to carry out the upper band(s) of the cost band(s) shall be identified. In the case of new funding sources, strategies for ensuring their availability shall be identified [see 23 CFR 450.322(10)(v)].

*Guidance on Financial Planning and Fiscal Constraint for Transportation Plans and Programs, April 17, 2009*

<https://www.fhwa.dot.gov/planning/guidfinconstr.cfm>

### **Q 13. When might cost bands be utilized in the financial plan for the metropolitan transportation plan?**

For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost bands, as long as the future funding sources necessary to pay for these costs are reasonably expected to be available to support the upper limit of the projected cost bands (23 CFR 450.322(f)(10)(v)).

Cost bands are useful where there is significant potential for uncertainty and risk. Some projects in the second 10-years of a metropolitan transportation plan might fall into this category, particularly larger projects. Risks and uncertainties may result from cost escalation (materials and labor), construction

unknowns (unknown site conditions), uncertain environmental mitigation, unknown right-of-way needs, contractor risk and other causes. A cost band is a potential range of project costs that considers these and other risks and other potential uncertainties. A cost band can help convey the uncertainty of an estimate for a project and help educate other parties (such as the public and elected officials) who may not be intimately familiar with the project about cost variability. The use of cost bands in the second ten years of the metropolitan transportation plan can help avoid misleading the public or others with a false sense of precision.

The use of cost bands does not avoid the requirement to show fiscal constraint. Revenues necessary to meet the outer (upper) band of the cost band in the financial plan must be "reasonably expected to be available." All necessary financial resources from public and private sources that are reasonably expected to be available to carry out the upper band(s) of the cost band(s) shall be identified. In the case of new funding sources, strategies for ensuring their availability shall be identified [see 23 CFR 450.322(10)(v)].

## Including the 1<sup>st</sup> 5 years in the LRTP References

### 2008 Expectations Letter

Plan Horizon: Plans are required to have at least a 20 year horizon. FHWA and FTA support Florida's efforts to standardize the horizon year and establish a uniform format to report the transportation needs of each MPO in their next LRTP updates that can also be used to compile and identify the regional and statewide transportation needs of Florida's metropolitan areas. FDOT and Florida's MPOs (via the MPOAC) have agreed to use 2035 as the horizon year. The base year for the next LRTP updates will be 2009. These efforts to standardize the MPOs' plans will provide consistency among plans and allow for better analysis and apples to apples comparisons, so unmet needs can be more accurately quantified and demonstrated. More information on this issue is provided in the "Financial Guidelines for MPO Long Range Plans" paper adopted by the MPOAC (attached).

### 2012 Expectations Letter

Full Timespan of the LRTP: The LRTP is a document that has a planning horizon of at least 20 years. The LRTP is based upon the region's visioning of the future within the bounds of the financial resources that are available to the region during that timeframe. The LRTP is not a programming document, but rather a planning document that describes how the implementation of projects will help achieve the vision. Therefore, the MPOs will need to show all the projects and project funding for the entire time period covered by the LRTP, from the base year to the horizon year. (23 CFR 450.322(a)) {Note: This is the citation reference as it was in 2012.}

### 2012 Expectations Letter Q&A

- FDOT Comment on Dec 2011 Draft Document: Page 4, 3. Full Timespan of the LRTP: This paragraph is confusing. The LRTP should contain projects for the period covering the base year through the horizon year, including the years covered in the TIP. The Existing plus Committed may not be the same as the TIP in all cases; we suggest dropping any references to the E + C. It may be beneficial to discuss the best way to do this, such as a link to the TIP document, in subsequent discussions with the MPOs.

*Federal Response: References to E + C were removed. The LRTP will need to show all projects starting with the base year and going through the horizon year. A link to a current TIP document would not accurately present the projects, as TIPs change annually to add a new fifth year.*

- West Florida RPC Comment on June 2012 Draft Document: Page 5 Full Time Span: They want to see all projects and related funding for base-year through horizon year. Again, big change but this one should not be that difficult.

*Federal Response: The intent is to demonstrate fiscal constraint and how projects are prioritized and planned for through their completion.*

## 2018 Expectations Letter

**Full Time Span of LRTP (1<sup>st</sup> 5 Years):** Plans are required to have at least a 20-year horizon. The effective date of the LRTP is the date of the MPO adoption of the plan. As such, the MPO is required to have an LRTP that includes projects from the date of adoption projected out at least 20 years from that date. The LRTP is a planning document that describes how the proposed projects will help achieve the regional vision. The Transportation Improvement Program (TIP), however, is a reflection of the investment priorities which are established in the LRTP. When adopting an updated LRTP, the projects in the previous LRTP are assessed and revised to acknowledge projects that have: 1) moved forward (these are typically removed from the updated LRTP), 2) shifted in time (these could be moved forward or back in implementation in the updated LRTP), and 3) been added or deleted based on the MPO's current priorities. The TIP is only a resource for determining which projects have moved forward. **The TIP, which is based on the previous LRTP, is not a substitute for the first 5 years of the updated LRTP.** Additionally, the TIP is a 4-year programming document that, in Florida, is adopted every year and thus expires annually. When LRTPs "include the TIP", it is a reference to a static and outdated document once the next TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which occurs annually in Florida. Therefore, the MPOs will need to show all of the projects, phases, and estimates from the adoption date through the horizon year of the LRTP, which is considered the entire time period of the LRTP. In addition, funding sources need to be shown for all projects from the adoption date through the first 10 years. {23 CFR 450.324(a); 23 CFR 450.326(a)}

## 2018 Expectations Letter Q&A

- **Full Time Span of LRTP (1<sup>st</sup> 5 years) - [MPO Question on Oct 2017 Draft Document]** Would this require an LRTP amendment annually to adopt the TIP into it? The TIP is a stand-alone document adopted each year; the Long Range Plan is to identify the "what's next" and be the visioning document. Including the TIP in year of expenditure is redundant information and could create additional work for MPOs. Is the intent to re-state all projects, phases and estimates from the TIP in the first five years in the LRTP? The TIP contains many more projects than the LRTP, because it includes maintenance, operations, and small scale projects, whereas our LRTP focuses on major capacity projects and generally groups smaller scale and O&M projects into categories. This could be extremely cumbersome and make it necessary to amend the LRTP very frequently.

We are proposing the 2045 Long Range Transportation Plan include an Existing plus Committed section that identifies all transportation enhancements between the 2015 base model year and current year, as well as all the projects programmed for construction in the TIP by 2025. The first year of the LRTP should be the next 5th year of the most recent TIP, prior to LRTP adoption. For example, our TIP will be adopted in July 2020 and will cover FY 2021 - FY 2025, the first band of the LRTP could then be 2026-2030, identifying projects with phases not funded through construction first, then the new priority projects.

**Federal Response:** Let's take a step back. If you are a new MPO, the first thing the MPO does is develop their long range vision and projects for the next 20 years – the LRTP, that includes broad information such as project costs, if federal, state and local funds will be used and what phases are going to occur over the next 20 years. The next step would be for this new MPO to take the 1<sup>st</sup> 4 years of the LRTP and develop a TIP that contains additional programming details such as specific fund categories, refining the cost estimates, and how phases are implemented by year. For the 2<sup>nd</sup>

TIP the new MPO develops, they would take projects from years 2-5 of the LRTP to provide the additional details and so on as each new TIP is developed.

The TIP is *consistent* with the LRTP, not a substitute for the LRTP. As such, only projects not currently in the LRTP or projects being significantly advanced from when originally planned would need to be amended into the LRTP. (See LRTP Amendment Thresholds document for specific details - <http://www.fdot.gov/planning/policy/metrosupport/lrtp/lrtpthreshold.pdf>)

#### Current Laws

23 USC 134(i)(2)(C) FINANCIAL PLAN.—A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

#### Current Regulations (Highlight added)

23 CFR 450.324(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in §450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.

23 CFR 450.326 (a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93, subpart A).

#### Current Guidance

*Transportation Plan and Program Fiscal Constraint Review Questions, March 8, 2005*  
<https://www.fhwa.dot.gov/planning/fscldrntques.cfm>



## Assessment of Fiscal Constraint in the Financial Plan References

### 2008 Expectations Letter

N/A

### 2012 Expectations Letter

Operations & Maintenance: LRTP cost estimates need to be provided for the Operations and Maintenance (O&M) activities for the entire timeframe of the LRTP. System level estimates for O&M costs may be shown for each of the five-year cost bands or may be provided as a total estimate for the full LRTP timeframe. System level is interpreted to mean the system within the MPO planning boundaries. Local agencies, working with the MPO, need to provide cost estimates for locally-maintained facilities covered in the Plan. FDOT, working with the MPO, needs to provide cost estimates for the state-maintained facilities covered in the Plan. System level estimates at the FDOT District level are acceptable for the state-maintained facilities. The LRTP will also need to identify the general source of funding for the O&M activities. Since O&M costs and related revenues are not available to balance the fiscal constraint of capital investment projects, a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects will need to be shown in order to demonstrate fiscal constraint. (23 CFR 450.322(f)(10)(i)). {Note: This is the citation reference as it was in 2012.}

### 2012 Expectations Letter Q&A

- FDOT Comment on Dec 2011 Draft Document: Page 3, Fiscal Constraint, a. Operations & Maintenance: FDOT believes providing statewide revenue and cost estimates for operations and maintenance on the State Highway System demonstrates fiscal constraint. Per Florida Statute, FDOT has performance and funding criteria for maintaining the statewide transportation system. FDOT believes that estimating sufficient revenues to meet program objectives on the entire State Highway System, with the stipulation that projected funds can only be used for the dedicated categories, should suffice for fiscal constraint. FHWA, FDOT and Florida MPOs have agreed with this approach for more than 15 years; we see no added value – but we do see added detail, planning costs, and documentation – by changing the approach. FDOT concurs revenues and program costs for operations and maintenance of locally owned facilities should be documented in the LRTP.

*Federal Response: Per 23 CFR 450.322(f)(10)(i), the requirement is specific to each MPO Long Range Transportation Plan. Providing statewide costs does not address the O & M costs by MPO planning area. Breaking out the costs to the MPO Planning area is needed to meet the requirements as shown in the Codified Federal Regulations. These are expected to be planning level system estimates. Further clarification is given in the document.*

- FDOT Comment on June 2012 Draft Document: Page 3, State Highway System Operations & Maintenance (O&M): Specifies O&M costs and revenue sources must be identified for each year (1<sup>st</sup> ten), or band of years, for each MPO. Currently FDOT provides MPOs with system-level estimates of O&M and other preservation costs and revenue sources for the State Highway System (SHS) as required by 23 CFR 450.322(f)(10)(i). These estimates are consistent with the performance-based budgeting approach (i.e., funding O&M, preservation based on documented needs) required by state law. Most O&M funds are programmed in the Work Program at the district-wide level. Guessing the amount of O&M by MPO area will provide the public with misleading, inaccurate information.

*Response: We have provided clarification that O&M costs do not need to be identified by year. Per 23 CFR 450.322(f)(10)(i), the requirement is specific to each MPO Long Range Transportation Plan. Providing statewide costs does not address the O&M costs by MPO planning area. Breaking out the costs is needed to meet the requirements as shown in the CFR. Providing system level estimates by District is acceptable in meeting the criteria. It is expected that these costs will be planning level system estimates. Further clarification is given in the document.*

- MetroPlan Comment on June 2012 Draft Document: Page 3, Operations and Maintenance: The annual cost estimate for operations and maintenance of local projects will be very general. I imagine that using the annual figures shown in local Capital Improvement Programs for the first five years and showing that same level of funding for each of the second five years is acceptable?

*Response: If that method is reasonable to the MPO and the local agency(ies), then yes.*

- West Florida RPC Comment on June 2012 Draft Document: Page 3 O&M: It appears to me FHWA is wanting us to include the FDOT estimates for O&M PLUS the locals estimates for O&M. It also seems to me that they want a line item for O&M in the CFP. They say they want to see an estimate, by funding type, for EACH of the first 10 years in the Plan. That is a big change from what we do now.

*Response: This section was revised. FHWA is looking for estimates of O&M for the region during the LRTP timeframe. Funds spent on O&M are not available for capacity improvements and therefore the total revenues available to the MPO will need to split into O&M as well as capacity improvement projects.*

- West Florida RPC Comment on June 2012 Draft Document: On page 3 regarding Operations and Maintenance (O&M). Each of our TPOs includes an appendix in the LRTP that is provided by FDOT to satisfy the O&M LRTP requirement. **Will this still be acceptable to the Federal Highway Administration?**

*Response: The LRTP will need to include specific O&M numbers for the regional level instead of the general statewide assessment of O&M that has been used in the past. This section of the letter has been revised. More discussions will be forthcoming between FDOT, MPOs and FHWA/FTA on this issue as needed.*

#### 2018 Expectations Letter

N/A

#### 2018 Expectations Letter Q&A

N/A

#### Current Laws

23 USC 134(i)(2)(C) FINANCIAL PLAN.—A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

## Current Regulations

23 CFR 450.324(f)(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

## Current Guidance

*Transportation Plan and Program Fiscal Constraint Review Questions, March 8, 2005*

<https://www.fhwa.dot.gov/planning/fslrstrntques.cfm>

*Lessons Learned in Fiscal Constraint, August 14, 2006*

<https://www.fhwa.dot.gov/planning/lsnlrndfslcnstnt.cfm>

*Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers, April 15, 2009*

<https://www.fhwa.dot.gov/planning/fslcntrntques.cfm>

*Guidance on Financial Planning and Fiscal Constraint for Transportation Plans and Programs, April 17, 2009*

<https://www.fhwa.dot.gov/planning/guidfinconstr.cfm>

*Clarifying Fiscal Constraint Guidance, May 15, 2017*

[https://www.fhwa.dot.gov/planning/clarify\\_fiscal\\_constraint.cfm](https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm)

### Q1. What is fiscal constraint?

Since 1991, fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes. Fiscal constraint means that a Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) include sufficient financial information to demonstrate that the projects in the MTP, TIP, and STIP can be implemented using committed, available, or reasonably available Federal, State, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained. Some examples of reasonable funding assumptions are discussed in the table below: {See guidance link for table}

*Transportation Planning Requirements and Their Relationship to NEPA Approvals, Supplement to January 28, 2008 'Transportation Planning Requirements and Their Relationship to NEPA Process Completion', February 9, 2011*

[https://www.fhwa.dot.gov/planning/tpr\\_and\\_nepa/tprandnepasupplement.cfm](https://www.fhwa.dot.gov/planning/tpr_and_nepa/tprandnepasupplement.cfm)

### Q3. What is Fiscal Constraint?

Fiscal constraint means that the MTP, TIP, and STIP include sufficient financial information to demonstrate that Projects in the MTP, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with assurance that the Federally supported transportation system is being adequately operated and maintained. Additionally, Projects in non-attainment and

maintenance areas can be included in the first two years of the TIP and STIP only if funds for those Projects are "available" or "committed". [23 CFR § 450.216(m) and § 450.324(i)]

**Q8. Is the term "fiscally constrained" different as it applies to the Transportation Plan, STIP, and TIP?**

No, the methodology and standards for developing and assessing fiscal constraint for the Transportation Plan, STIP and TIP are the same.

However, the fiscal constraint information in the STIP and TIP should be more refined than that found in the transportation plan (MTP or SLRP). The STIP and TIP require a 4-year fiscal constraint demonstration that indicates the resources available or committed and/or reasonably expected to be available to carry out the programs. This means that the STIP and TIP must demonstrate and balance their revenue forecast with their expected expenditure forecast (total estimated project costs) for the near term (4-year) period while adequately operating and maintaining the federally supported transportation system. [23 CFR § 450.216(m) and § 450.324(h)]

It is more challenging for the transportation plan to forecast future revenues/costs for a 20-year time frame and to predict the exact nature of funding sources. Although near term MTP financial information is expected to be fairly accurate, the estimates for the outer years (10+ years) of the plan may be less precise. If cost ranges or bands are used (which are allowable in the outer years of the plan), associated revenues should be reasonably expected to be available to cover Project expenditures, including the upper limit of those bands or ranges. Over time, more current financial data and forecasts can be developed as the MTP is updated every four to five years (or more frequently).

For outer years beyond the timeframe of the TIP and STIP, project sponsors must identify reasonably available source of funding for their Project, which should include a defined funding strategy for the completion of their Projects.

Table 4 provides information on the funding requirements and type of revenue resources that are associated with the planning documents and timeframe.

**Q31. Why is fiscal constraint requirement critical now?**

Fiscal constraint has been a critical part of the planning and project development processes since the passage of ISTEA in 1991. In today's limited fiscal environment, it is critical that we provide due diligence as to how public funds are expended. When making NEPA decisions, including the decisions whether to initiate the NEPA process, it is incumbent on the Division Office to consider the broader context of fiscal stewardship. Fiscal stewardship is a critical role and responsibility for the FHWA and is engrained throughout the transportation decision making process: from fiscal constraint requirements in the transportation planning process, to reasonable cost estimates of alternatives in project development and the NEPA process, to financial plans and Major Project requirements during design and construction.

The FHWA must actively encourage transparency, consistency, and reasonableness with regard to planned expenditures of public resources, and attempt to ensure that consistent messages are being provided throughout the planning, project development, NEPA, design, construction, operation, and environmental mitigation follow-up processes.

## **Financial Guidelines for MPO Long Range Plans**

### **Background**

The MPOAC adopted the "MPOAC 2025 Florida Transportation Plan Implementation Action Plan" at its April 2007 meeting. This document is intended to serve as a starting point for discussions regarding implementation of General Action 4 of the Implementation Action Plan, which states:

- 4.I improve Conditions for Estimating Statewide Financial Shortfall: One of the key transportation issues identified in the FTP is an imbalance between estimated transportation needs and future financial resources. The statewide 20-year funding shortfall for MPO areas was estimated to be \$37.7 billion in 2002 (expressed in Year 2000 dollars). However, the accuracy of this and previous shortfall estimates are called into question due to a lack of uniformity in the reporting of financial and planning data. Therefore, a set of statewide guidelines for defining and estimating transportation needs and reporting financial data in MPO LRTPs should be developed by the MPOAC in coordination with FDOT. Additionally, MPOs in Florida will agree to include an estimate of transportation needs in their adopted LRTP to facilitate a statewide estimate of transportation needs.

### **Long Range Transportation Plan Needs and Cost Feasible Plan**

#### **Guidelines for Defining and Reporting Needs**

- All MPOs will include an estimate of needs within the body of their adopted LRTP. While MPOs need not include a full-scale needs plan including such information as maps and a project lists, MPOs should include sufficient information to understand the composition of the identified need. The needs estimate should include all costs (operations, maintenance, capacity expansion, etc.) associated with all modes included in the adopted LRTP.
- Certain types of projects should not be considered a "needed" project if they represent projects that are extremely unlikely to be implemented and unnecessarily inflate the estimated transportation needs in the metropolitan area. The cost of such a project should not be included in an MPO Needs Plan. Such projects may include:
  - Projects that cannot be implemented due to policy constraints
  - Projects that cannot be implemented due to physical constraints
  - Projects that are unlikely to be implemented due to potential significant environmental constraints
  - Projects that are unlikely to be implemented due to potential significant environmental justice or civil rights impacts
- Transportation projects included in the MPO Needs Plan should be appropriate to meet the identified transportation need while advancing the goals and policies of the MPO. Cost should be given significant consideration when choosing among various alternatives (mode or alignment) to meet an identified need. Compelling policy or practical reasons for selecting alternatives that exceed the identified transportation need may include increasing the availability of premium transit options, overwhelming environmental benefit or the need to use compatible technology to expand an existing transportation asset.

Adopted by the MPOAC Governing Board

1

October 25, 2007  
Amended October 23, 2008



- Reported needs should be broken down by system and by mode. For example, SIS facility needs should be identified separately from needs on non-SIS state highway facilities and highway needs not on the state highway system.

#### **Guidelines for Financial Reporting for Cost Feasible Long Range Transportation Plans**

- Reasonably available revenue should be broken down by funding category. Additionally, the LRTP should identify the system component(s) that available revenue will be expended upon.
- An estimate of the cost of all projects and all phases, regardless of mode, should be included in the cost feasible LRTP.
- The costs of operating and maintaining the existing and future transportation system should be clearly stated in the cost feasible plan, in a manner agreed upon by the MPOAC, FDOT and FHWA/FTA.
- MPOs should include full financial information for all years covered by the LRTP, including information from their TIP.
- For their next adopted cost feasible LRTP, MPOs will use:
  - FY 2008/2009 as the base year
  - FY 2034/2035 as the horizon year

#### **Long Range Revenue Forecast for Long Range Transportation Plan Updates**

FDOT, in cooperation with the MPOAC and Florida's MPOs, has prepared long range revenue forecasts for state and federal funds that "flow through" the FDOT Work Program and other financial planning guidance since 1995. These forecasts and guidance have been used for the Florida Transportation Plan and metropolitan long range transportation plans. FDOT will, in cooperation with the MPOAC and Florida's MPOs, develop an updated revenue forecast through 2035 and guidance for the next updates of those plans. The following are issues that will affect the next forecast:

- New federal regulations clarify that the horizon year for an LRTP must be at least 20 years from the date of adoption; i.e., any LRTP adopted before the end of December 2010 may have a horizon year of 2030 or beyond.
- As of December 11, 2007, MPO long range transportation plans must be expressed in "Year of Expenditure" (YOE) dollars.
- The horizon years of current adopted Florida LRTPs vary: 11 plans have a 2025 horizon year, 15 plans have a 2030 horizon year.
- FDOT is currently updating the SIS Highway Component Cost Feasible Plan and extending the horizon year to 2035.

Based on these and other issues related to developing long range transportation plans, the following is guidance for developing and reporting financial estimates in the plans.

**Guidelines for Revenue Estimates**

- The recommended Base Year is FY 2008/2009 (State Fiscal Year) and recommended Horizon Year is FY 2034/2035 for all 26 metropolitan long range transportation plans.
- The recommended Time Period for estimates is 5 years (for example, 2009-2010, 2011-2015, 2016-2020, 2021-2025, 2026-2030, and 2031-2035). This is consistent with previous forecasts and simplifies reporting. The use of 5-year periods increases flexibility and reduces the need to “fine tune” project priorities.
- For estimates of State and Federal Revenues:
  - FDOT will provide YOE estimates for state capacity programs for individual MPOs, similar to prior forecasts.
  - FDOT will provide YOE statewide estimates for non-capacity state programs and provide documentation of program levels and system preservation objectives expected to be met by those funding levels, similar to prior forecasts; MPOs should include the material in long range transportation plan documentation.
  - FDOT will work with the MPOAC to develop the detailed assumptions required for these estimates.
- For estimates of local revenues:
  - FDOT will provide guidance for development of estimates of traditional sources.
  - FDOT and the MPOAC will develop guidance for estimating revenues from other “reasonably available sources,” particularly Proportionate Fair Share Contributions under Chapter 163, F.S.

**Guidelines for Developing Project Costs**

- Project Cost Estimates are typically expressed in Present Day Cost (PDC) dollars, so they will have to be adjusted with inflation factors for the time period in which they are planned to be implemented.
- To adjust costs from PDC to Year of Expenditure:
  - DOT has adopted estimates of inflation factors through 2035 that MPOs are encouraged to use. FDOT will provide documentation of the assumptions used to develop those factors.
  - MPO should document alternative inflation factors, with explanation of assumptions.
- The recommended Time Period for costs is 5 years (e.g., 2009-2010, 2011-2015, 2016-2020, etc). This is consistent with previous forecasts and simplifies reporting. In addition:
  - This increases flexibility and reduces the need to “fine tune” project priorities.
  - Annual inflation factor estimates will be used to estimate “mid-point” factors for project costs during respective 5-year period.
- Using YOE dollars, regardless of the length of time periods, requires establishing project priorities which may require some MPOs to modify their priority setting process and schedule.
- FDOT will provide YOE cost estimates, phasing and project descriptions for projects included in the 2035 SIS Highway Component Cost Feasible Plan to each MPO.

**Guidelines for Distribution of Next Long Range Revenue Forecast**

- The long range forecast of state and federal revenues will be needed by all MPOs for modeling and financial planning for their next updates. FDOT will provide the new revenue forecast by May 30, 2008, incorporating the outcome of a 2007 Special Session of the Florida Legislature.

# Technical Memorandum 21-02

## Office of Policy Planning



**FROM:** Office of Policy Planning

**DATE:** December 2021

**SUBJECT:** Fiscal Constraint of the Long Range Transportation Plan (LRTP)

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The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Florida Department of Transportation (FDOT) coordinated to develop guidance related to demonstrating fiscal constraint in the LRTP. This guidance is developed in response to fiscal year 2021 Program Accountability Results (PAR) Review and quadrennial Transportation Management Area (TMA) certification observations, and is supported by the 2008, 2012, and 2018 LRTP Expectations Letters and Florida FY21 FHWA/FTA Fiscal Constraint White Paper. These resources can be found on the [MPO Partner Site](#).

### Showing Federal Funds in the first 10 years of the LRTP

The Cost Feasible Plan (CFP) is a required aspect of the Long Range Transportation Plan (LRTP) that a Metropolitan Planning Organization (MPO) must produce every five years. The use of federal funds on projects needs to be noted in the CFP. If state and federal funds are used as a combined source, projects within the first ten years of the plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. This can be demonstrated with an asterisk and footnote. Acceptable examples are provided later in this guidance.

### Including the first 5 years in the LRTP

The LRTP is a planning document that describes how the implementation of projects will help achieve the vision. The plan must include at least twenty years of projects and funding beginning with the adoption date. This provides a complete picture of revenues and costs for the planning horizon. The first five years of projects must be included in the CFP and financial plan that compares costs to revenues to demonstrate how the plan can be implemented. The level of detail provided for the first five years can be consistent with a planning level document. The first five years of projects must not be included by referencing or linking the Transportation Improvement Program (TIP), which is updated annually. A reference or link to the TIP would not accurately represent the first five years of projects since TIPs change annually to add a new fifth year.

## Assessment of Fiscal Constraint in the Financial Plan Summary

The financial plan demonstrates LRTP implementation by comparing project costs with reasonably anticipated revenues to show the plan can be implemented with projected revenues. This helps federal partners determine fiscal constraint, which means all needed project phases can be implemented with the funding identified in the LRTP. A simple way to demonstrate the results of the financial plan is to provide a table that shows revenues exceed project costs, including a separate line item or table for the anticipated revenue available for operations and maintenance. Showing operations and maintenance revenues as a separate line item or table helps ensure that these costs are being used in balancing the fiscal constraint of the revenues with both the capital and maintenance investments.

## Examples

The following examples are organized by the three topics discussed above. Each example demonstrates how to address a single topic; the examples do not show how to address all topics in the same table or portion of the LRTP narrative.

### *Showing Federal Funds in the first 10 years of the LRTP*

The below examples show how footnotes can be used to identify which projects are planned to be implemented with federal funds.

#### *Example 1*

##### **Table 4-7 & Appendix B (Years 1-5)**

“All projects will use a combination of federal and state funding unless noted with an asterisk (\*). Projects noted with an asterisk (\*) will use local funds only. Additional information on project funding and phases is available in the current Transportation Improvement Program.”

##### **Table 4-8 & Appendices C-D (Years 6+)**

“All projects will use a combination of federal and state funding unless noted with an asterisk (\*). Projects noted with an asterisk (\*) will use local funds only.”



## Example 2

The first table summarizes funding sources and must be accompanied by the second table that shows a more detailed breakdown of projects, including identifying which projects are planned to be implemented with federal funds. Both tables are accompanied by the footnotes stating: “All funding sources involve a combination of federal and state funding unless noted with an asterisk. Funding sources noted with an asterisk will use local funds only.” OR “All projects will use a combination of federal and state funding unless noted with an asterisk.” If unique federal funding sources are listed in the footnote, it must include all pertinent sources.

**Table 5-1: Projected Revenues, Capital Roadway Projects**

	Funding Source <sup>1</sup>	Tier 1	Tier 2	Tier 3	Tier 4
		2021-2025	2026-2030	2031-2035	2036-2045
	Other Arterials (OA)	\$ 43,006,687	\$ 130,940,000	\$ 142,800,000	\$ 298,710,000
	SIS	\$ 54,379,314	\$ 11,220,236	\$ 7,850,750	\$119,080,400
	Local*	\$ 112,196,583	\$ 43,385,887	\$ 43,433,361	-

<sup>1</sup>All funding sources involve a combination of federal and state funding unless noted with an asterisk (\*). Funding sources noted with an asterisk (\*) will use local funds only.

ID Num	Project Name	From	To	Strategy	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source			Funded Project Phases	YOE Cost by Phase				
							O A	S I L	S		PD&E	PE	ROW	CST	YOE Cost Total
100	ITS Near Term				\$12,963,060						\$-	\$-	\$-	\$-	\$-
101	ITS Mid Term				\$16,600,500						\$-	\$-	\$-	\$-	\$-
102	ITS Long Term				\$45,926,663						\$-	\$-	\$-	\$-	\$-
200	Intersection Improvements Near Term				\$4,321,020						\$-	\$-	\$-	\$-	\$-
201	Intersection Improvements Mid Term				\$5,533,500						\$-	\$-	\$-	\$-	\$-
202	Intersection Improvements Long Term				\$15,308,888						\$-	\$-	\$-	\$-	\$-

ID Num	Project Name	From	To	Strategy	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source O A S L	Funded Project Phases	YOE Cost by Phase				
									PD&E	PE	ROW	CST	YOE Cost Total
-	SR 8 (I-10) Interchange at SR 61 & SR 261 (US 319)			Interchange Improvement	\$11,977,000	\$6,648,000			\$-	\$-	\$-	\$-	\$-
-	SR 263 Capital Circle	Spring Road	Orange Avenue	Add lanes and reconstruct	\$113,419,000	\$59,040,000	x	D/ROW/CST	\$-	\$60,221	\$142,000	54,177,093	\$54,379,314
-	SR 263 Capital Circle	Crawford Road	Spring Road	Add lanes and reconstruct	\$59,051,000	\$21,576,000	x	CST	\$-	\$-	\$-	\$37,474,555	\$37,474,555
-	SR 369 (US 319/Crawfordville Road)	N of SR 267	Leon CL	Landscaping	\$34,100,000	\$33,229,000	x	CST	\$-	\$-	\$-	\$871,074	\$871,074
-	Northeast Gateway - Welaunee Boulevard Phase I	Fleisch Road	Roberts Road	New Road Construction	\$72,400,000	\$-	x	PDE/D/ROW/CST	\$1,600,000	\$6,700,000	2,800,000	\$61,300,000	\$72,400,000
-	Northeast Connector - Bannerman Road	Quail Drive	Meridian Road	Widening and Multimodal Improvements	\$39,797,000	\$-	x	PDE/D/ROW/CST	2,507,185	\$3,143,930	7,163,385	\$26,982,083	\$39,797,000
7	Crawfordville Road	LL Road	Wakulla Road	2 to 4 Lanes	\$22,692,000	\$1,165,000			\$-	\$-	\$-	\$-	\$-
11.1*	Thomasville Road	Seventh Ave	Monroe Street	Multimodal Operational	\$4,515,000	\$-			\$-	\$-	\$-	\$-	\$-
11.2*	Thomasville Road	Bradford Rd	Seventh Ave	Multimodal Operational	\$6,546,000	\$-			\$-	\$-	\$-	\$-	\$-
12	Woodville Highway	Capital Circle SE	SR 263	2 to 4 Lanes	\$44,938,000	\$8,110,000			\$-	\$-	\$-	\$-	\$-
45**	Tennessee Street/Mahan Dr/US 90	Capital Circle NE		Major Intersection Reconfiguration	\$2,640,000	\$-			\$-	\$-	\$-	\$-	\$-
4.1	Crawfordville Road	East Ivan	Arran Road	2 to 4 Lanes	\$65,404,000	\$5,648,000			\$-	\$-	\$-	\$-	\$-
21.1	Orange Avenue	Capital Circle SW	Bradford Road	Access Management and Multimodal Improvements	\$3,184,000	\$659,000			\$-	\$-	\$-	\$-	\$-
21.2	Orange Avenue	Bradford Road	Bradford Road	2 to 4 Lanes	\$27,347,000	\$412,000			\$-	\$-	\$-	\$-	\$-
21.4	Orange Avenue	Bradford Road	Monroe Street	2 to 4 Lanes	\$30,618,000	\$700,000	x	D	\$2,090,000	\$-	\$-	\$-	\$2,090,000

ID Num	Project Name	From	To	Strategy	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source O A S I L	Funded Project Phases	YOE Cost by Phase				
									PD&E	PE	ROW	CST	YOE Cost Total
22.1	Pensacola Street	Capital Circle NW	Appleyard Drive		\$19,670,000	\$-			\$-	\$-	\$-	\$-	\$-
23***	Tharpe Street	Capital Circle	Ocala Road	2 to 4 Lanes	\$ 76,639,000	\$-			\$-	\$-	\$-	\$-	\$-
4.2	Crawfordville Road	Arran Road	Lost Creek Bridge	2 to 4 Lanes	\$100,941,000	\$5,648,000			\$-	\$-	\$-	\$-	\$-
5	Crawfordville Road	Lost Creek Bridge	Alaska Way	2 to 4 Lanes	\$144,370,000	\$7,844,000	x	ROW	\$-	\$-	2,571,058	\$-	\$2,571,058
6	Crawfordville Road	Wakulla CL	Wallace Road	2 to 4 Lanes	\$45,119,000	\$1,445,000			\$-	\$-	\$-	\$-	\$-
8	Interstate 10	US 90	Leon CL	4 to 6 Lanes	\$53,188,660	\$-			\$-	\$-	\$-	\$-	\$-
9	Interstate 10	Leon CL	Capital Circle NW	4 to 6 Lanes	\$79,633,650	\$-			\$-	\$-	\$-	\$-	\$-

<sup>1</sup>All projects will use a combination of federal and state funding unless noted with three asterisks (\*\*\*).

### Including the first 5 years in the LRTP

The below example shows how to include the first five years of projects. Information may be sourced from the TIP, but it is not incorporated by reference or link. The hypothetical example below should be read as a continuous table; the identification number is repeated in the first column for ease of reference. If projects are not fully funded within the first five years, additional funding will need to be reflected in subsequent cost bands or in the needs plan if all phases are not fully funded within the LRTP.

### Example 3 (Hypothetical Example)

ID #	Project Name	From	To	Strategy	County	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source O A S L	Funded Project Phases	Tier 1 2021-2025 YOE Cost by Phase					
										PD&E	PE	ROW	CST	YOE Cost Total	
1	NE Connect	Quail Drive	Meri Road	Widening and Multi-modal	A	\$39,797,000	\$ -		x	PDE/D/ROW/CST	\$2,507,185	\$3,143,930	\$7,163,385	\$26,982,083	\$39,797,000
2	Crawford Road	East Ivan Drive	Arran Road	2 to 4 Lanes	B	\$65,404,000	\$5,648,000				\$ -	\$ -	\$ -	\$ -	\$ -
3	Orange Avenue	N Lake Road	Monroe Street	2 to 4 Lanes	A	\$30,618,000	\$ 700,000	x		D	\$2,090,000	\$ -	\$ -	\$ -	\$2,090,000
4*	Tharpe Street	Capital Circle	Ocala Road	2 to 4 Lanes	A	\$76,639,000	\$ -				\$ -	\$ -	\$ -	\$ -	\$ -
5	Crawford Road	Lost Creek Bridge	North Way	2 to 4 Lanes	B	\$144,370,000	\$7,844,000	x		ROW	\$ -	\$ -	\$2,571,058	\$ -	\$2,571,058

ID Num	Source			Funded Project Phases	Tier 2 2026-2030 YOY Cost by Phase				
	O A	S I	L		PD&E	PE	ROW	CST	YOY Cost Total
1					\$ -	\$ -	\$ -	\$ -	\$ -
2	x			ROW	\$ -	\$ -	\$20,280,996	\$ -	\$20,280,996
3	x			ROW	\$ -	\$ -	\$15,708,000	\$ -	\$15,708,000
4*			x	D/ROW	\$ -	\$5,548,262	\$27,657,654	\$ -	\$33,205,915
5					\$ -	\$ -	\$ -	\$ -	\$ -

ID Num	Source			Funded Project Phases	Tier 3 2031-2035 YOE Cost by Phase				
	OA	SIS	L		PD&E	PE	ROW	CST	YOE Cost Total
1					\$ -	\$ -	\$ -	\$ -	\$ -
2	x			CST	\$ -	\$ -	\$ -	\$39,474,928	\$39,474,928
3	x			CST	\$ -	\$ -	\$ -	\$12,120,403	\$ 12,120,403
4*			x	CST	\$ -	\$ -	\$ -	\$43,433,361	\$43,433,361
5	x			ROW	\$ -	\$ -	\$11,160,000	\$ -	\$ 11,160,000

ID Num	Source			Funded Project Phases	Tier 4 2036-2045 YOE Cost by Phase				
	OA	SIS	L		PD&E	PE	ROW	CST	YOE Cost Total
1					\$ -	\$ -	\$ -	\$ -	\$ -
2					\$ -	\$ -	\$ -	\$ -	\$ -
3					\$ -	\$ -	\$ -	\$ -	\$ -
4*					\$ -	\$ -	\$ -	\$ -	\$ -
5	x			ROW/CST	\$ -	\$ -	\$22,140,000	\$100,655,000	\$122,795,000

<sup>1</sup>All projects will use a combination of federal and state funding unless noted with an asterisk (\*). Projects noted with an asterisk (\*) will use local funds only.



### ***Assessment of Fiscal Constraint the Financial Plan***

The below example demonstrates how to show fiscal constraint in the Financial Plan, as well as how to show revenue and cost estimates for operations and maintenance separately. This hypothetical example is a demonstration of fiscal constraint for roadways. When separating out the costs, a separate line item or two tables must be used to demonstrate fiscal constraint. The first table shows fiscal constraint for capital projects, while the second table shows operation and maintenance for roadways separate from capital investments.

#### ***Example 4 (Hypothetical Example)***

**Table 1 Total Revenue and Costs for Roadway Capital Projects (2021-2045) (Years of Expenditure)**

Financial Summary		Costs/Revenues in Year of Expenditures
Tier 1 2021-2025		
OA	Revenues	\$43,006,687
	Costs	\$43,006,687
	Balance	-
SIS	Revenues	\$54,379,314
	Costs	\$54,379,314
	Balance	-
Local*	Revenues	\$112,196,583
	Costs	\$112,196,583
	Balance	-
Other State	Revenues	\$12,060,000
	Costs	\$12,060,000
	Balance	-
Tier 2 2026-2030		
OA	Revenues	\$130,940,000
	Costs	\$130,940,000
	Balance	-
SIS	Revenues	\$11,220,236
	Costs	\$11,220,236
	Balance	-
Local*	Revenues	\$43,385,887
	Costs	\$43,385,887
	Balance	-
Other State	Revenues	\$10,500,000
	Costs	\$10,500,000
	Balance	-
Tier 3 2031-2035		
OA	Revenues	\$143,191,954
	Costs	\$143,191,954
	Balance	-
SIS	Revenues	\$7,850,750
	Costs	\$7,850,750
	Balance	-
Local*	Revenues	\$43,433,361
	Costs	\$43,433,361
	Balance	-

Financial Summary		Costs/Revenues in Year of Expenditures	
Other State	Revenues		\$15,600,000
	Costs		\$15,600,000
	Balance		-
Tier 4 2036-2045			
OA	Revenues		\$299,094,054
	Costs		\$299,094,054
	Balance		-
SIS	Revenues		\$119,080,400
	Costs		\$119,080,400
	Balance		-
Local*	Revenues		-
	Costs		-
	Balance		-
Other State	Revenues		\$30,600,000
	Costs		\$30,600,000
	Balance		-

All funding sources involve a combination of federal and state funding unless noted with an asterisk (\*). Funding sources noted with an asterisk (\*) will use local funds only.

The table below provides a summary of estimated revenues and costs for the system level operations and maintenance. The example anticipates that all operations and maintenance revenue will be fully expended.

**Table 2 Total Revenue and Costs for Roadway Operations and Maintenance (2021-2045) (Years of Expenditure)**

Funding Source	Category	Total Projected Revenues	Total Operations and Maintenance Costs
State	Districtwide SHS	\$9,131,600,000	\$9,131,600,000
Local	County Fuel Tax	\$20,938,000	
	Constitutional Fuel Tax	\$46,967,000	
	First Local Option Fuel Tax	\$63,623,000	
	9 <sup>th</sup> Cent Fuel Tax	\$2,554,000	
	General Fund for Transportation	\$44,985,000	
	Local Subtotal	\$179,067,000	\$179,067,000

## Resources

- [2008 LRTP Expectations Letter](#)
- [2012 LRTP Expectations Letter](#)
- [2018 LRTP Expectations Letter](#)
- [Florida FY21 FHWA/FTA Fiscal Constraint White Paper](#)
- [FHWA LRTP Expectations Checklist](#)

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